MICROFILM

START
OF
ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 216

CONTRACT NUMBER : 9078

1980

1980 Port Orford Rock Production Proj., Oregon Coast Hwy. south of Port Orford. 9078

9078

Files 1.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

6-5-80

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hertz Electric, Inc. No. 8901	E.Idaho Ave.@ E.Lane (Ontario)	May 12, 1980
Hertz Electric, Inc. No. 8964	Pac. Hwy. E. @ Berg Parkway (Canby)	May 12, 1980
Paul Bros., Inc. No. 8759	Garden Valley Blvd.-Fairgrounds Intchge.	May 16, 1980
Hansen Electric Co. No. 8938	Broadway St. @ 16th St.(North Bend)	May 16, 1980
Hamilton Const. Co. No. 8928	Judkins Point O'Xing.	May 20, 1980
Southern Oregon Rock Co. No. 9078	Port Orford Rock Production	May 27, 1980
Babler Bros., Inc. No. 8934	Crooked River Hwy.-Frederick Butte Rd.	May 27, 1980
Columbia West Matls. & Constructors, Inc. No. 8909	E. Fremont Bridge Connection	May 28, 1980
Hamilton Construction Co. No. 8943	N. Umpqua R. (Winchester) Bridge, N. Bound	May 28, 1980
Columbia Pacific Construction Co. No. 8898	Coast Fk. Willamette R. (Harrison Ave.) Bridge	May 30, 1980
Tice Electric Co. No. 8835	Powell Blvd. @ 162nd & Sandy Blvd. @ 122nd and 162nd	May 30, 1980
J. B. Steel, Inc. No. 8854	Port of Entry (Klamath Falls)	June 3, 1980

June 5, 1980

C. T. Keasey
Asst. State Highway Engineer

9078

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June 2, 1980

United Pacific Insurance Company
Fidelity and Surety Department
728 St. Helens Avenue
Tacoma, WA 98402

CON 5
9078

Gentlemen:

Contract No. 9078 awarded to Southern Oregon Rock Company for the Port Orford Rock Production Project on the Oregon Coast Highway in Curry County was completed on April 17, 1980, and accepted by the State Highway Division on May 27, 1980.

Final payment in the amount of $2,414.34 will be released to the contractor after June 9, 1980. The total contract amount is $48,286.83 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

cc: Southern Oregon Rock Company
P. O. Box 1534
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

9078

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Port Orford Rock Production	WEEK ENDING: April 26, 1980 SECTION PREFIX: 8-8314
	HIGHWAY Oregon Coast	COUNTY Curry
NAME OF JOB Port Orford Rock Production	KIND OF WORK Rock Production	
CONTRACTOR Southern Oregon Rock Company	CONTRACT NUMBER ~~8078~~ 9078	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT February 5, 1980	DATE WORK STARTED March 19, 1980	ESTIMATED COMPLETION DATE April 17, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $53,700.50	SPECIFIED COMPLETION DATE June 30, 1980	PERCENT OF TIME ELAPSED 51%
EXCLUSIVE OF ENGINEERING: $49,010.50	ENGINEERING AUTHORIZATION $4,690.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $48,286.83	This Wk. 1,285.00 ENGINEERING COST TO DATE $3,887.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OXXXXXX UNDERRUN 1.5 %	PERCENT OF AUTHORIZATION 83 %	DATE PROJECT WAS COMPLETED: April 17, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,295		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,295		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Rain	0		Project completed.
MONDAY 21	"	0		
TUESDAY 22	Overcast	0		
WEDNESDAY 23	Cloudy	0		
THURSDAY 24	Showers	0		
FRIDAY 25	Cloudy	0		
SATURDAY 26		0		

Keasey
Jackmond
Hopkins
Williams
~~Johnsen~~
Glen

RECEIVED
APR 29 1980
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No work.
21 MONDAY	No work all week - project completed April 17th.
22 TUESDAY	
23 WEDNESDAY	
24 THURSDAY	
25 FRIDAY	
26 SATURDAY	

REMARKS

Semi-final will be sent to Roseburg by April 30th.

Final inspection made on April 23rd by Gix & Brown.

No further weekly reports to be submitted.

SIGNED Fr. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

1980 Hill Road-Vista Lane Sec. 9079
of Theissen Rd. north of
Gladstone. (Grading & paving)

C 8A 6877 1-5-79

9079 5

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1988

In Reply Refer to
File No.:

Shari Gilevich
Clackamas County D.T.D.
902 Aberenthy Road
Oregon City, OR 97405

RE: Hill Road-Vista Lane Section
Thiessen Road
Clackamas County

We have analogized the Hill Road to Vista Lane section of Thiesson Road. Based on the "As Constructed" plans and current AASHTO Design Standards, the design speed is 28 mph for this section of Thiessen Road.

The design speed is limited by the 22 degree horizontal curve and the superelevation rate of 0.04 ft/ft used for design and contruction.

John Lucas, Designer
Roadway Design Section

JL:bc

9079

L

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER	134569
BILLING REQ. NUMBER	CA 9968
DATE	6-22-82
YOUR ORDER NUMBER	
CODE	CLACKCY

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

CLACKAMAS COUNTY
902 ABERNATHY ROAD
OREGON CITY, OR 97045

CREDIT DISTRIBUTION

321.00	2,698.32
203-1903-296-00-000	675.87
203-1013-296-00-000	2,022.45
203-1903-297-00-000	(675.87)
203-1013-297-00-000	(2,022.45)

FOLD

Final Settlement on Hill Road - Vista Lane Section County Road in Clackamas County IX 9698 (1)

DESCRIPTION	TOTAL PRICE
Total Project Cost	$49,180.43
Less Federal Share of Project Cost	40,487.71
Less Credit for Work by County	94.40
Less Advance Deposit	5,900.00
AMOUNT DUE FROM COUNTY	$ 2,698.32

CLACKAC 02228

110.00 Final

G

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 1-800-452-7813 EXT 8-6514 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH: 1-800-452-7813 EXT 8-5035 PREPARER OF INVOICE

734-1150 (6-81)

10 11

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 6-16-82

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

CODE

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA 9968

BILL TO:

Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

CREDIT DISTRIBUTION

321.00	A 2,698.32
203-1903-296-00-000	675.87
203-1013-296-00-000	2,022.45
203-1903-297-00-000	<675.87>
203-1013-297-00-000	<2,022.45>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on Hill Road - Vista Lane Section County Road in Clackamas County, IV 9698(1)	
Total Project Cost	A 49,180.43
Less: Federal Share of Project Cost	-40,487.71
Less: Credit for work by County	-94.40
Less: Advance Deposit	-5,900.00
Amount Due From County	2,698.32

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH. 1-800-452-7813 Ext 86514 FOR CORRECTNESS OF CHARGES
OR Diane Galida PH. 1-800-452-7813 Ext 25035 PREPARER OF INVOICE

CLACKAC 02228

Advance Deposit Amount $ 4,700.00
Advance Deposit Previously Tf to LDIP Transferred to Highway Fund $ 4,250.00
Balance $ 450.00
Transfer to Highway Fund $ 450.00
Refund Due $ 0

AMOUNT DUE $ 2,698.32

SUBMITTED BY Diane Galida

APPROVED BY

734-1191 (9-81)

9-17

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 6-14-82

COUNTY CLACKAMAS **Contract No.** 9079 **Date Completed** 5-30-80

PROJECT # IX-9698(1) **Section** Hill Rd.-Vista Lane, Thiessen Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
PRELIMINARY ENGINEERING:		
Resident Engineer		$ 2,313.41
Final Design		1,886.21
Preliminary Design		3.27
R/W Descriptions		8.20
Soils & Geology		262.76
Signing		250.09
Utility Liaison		163.81
Project Management		59.44
Specifications		1,543.47
Administrative Services		25.11
Environmental Section		990.01
Work by County		120.10
TOTAL P.E.		$ 7,625.88
CONSTRUCTION:		
Payment to Contractor		$ 34,767.26
Interest on Final Payment		6.43
Construction Engineering		6,198.36
Project Management		48.86
E.E.O. Monitoring		24.36
Work by County		509.28
TOTAL CONSTRUCTION		$ 41,554.55
TOTAL PROJECT COST		$ 49,180.43
Less Federal Funds:		
P.E.	$ 6,482.00	
Construction	34,005.71	$ 40,487.71
TOTAL COUNTY SHARE		$ 8,692.72
Less Credit for work by County:		
P.E.	$ 18.01	
Construction	76.39	$ 94.40
		$ 8,598.32
County's Advance Deposit:		
P.E.	$ 450.00	
Construction	5,450.00	$ 5,900.00
BALANCE DUE FROM COUNTY		$ 2,698.32

FORM 734-1745

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-9-80

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST . VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*: Treasurer of the State of Oregon

ADDRESS:
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD: FROM 2-28-78 TO 12-9-80

FEDERAL AID PROJECT NO.: IX-9698(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 120.10 509.28 7,505.78 40,959.52	$ 120.10 509.28 7,505.78 39,497.43	85.00% 85.00% 85.00% 85.00%	$ 102.09 432.89 6,379.91 33,572.82	$ 102.09 432.89 6,379.91 33,572.82	$ 0.00 0.00 0.00 0.00
$ 49,094.68	$47,632.59	85.00%	$40,487.71	$40,487.71	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 6/11/81	V.E. Skoog, Controller BY DATE

REMARKS

PE 203-1903 403-1916
CONST 203-1013 403-1024

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Hill Road-Vista Lane Section County Road in Clackamas County					
	Preliminary Engineering					
	State		All Required		$ 7,505.78	
	Work by Clackamas County		All Required		120.10	
	Total Participating Preliminary Engineering				$ 7,625.88	
	Construction					
	Type Code 6204					
	Roadway (Sta. 10+50 To Sta. 13.99.60)					
	Final Contract Payment Summary		Lump Sum		34,767.26	
	Construction Engineering					
	State		All Required		4,705.81	
	Work by Clackamas County		All Required		509.28	
	Total Participating Construction Engineering				$ 5,215.09	
	Misc. Project Cost					
	E.E.O. Monitoring Expense		All Required		24.36	
	Total Participating Cost				$47,632.59	
	Nonparticipating Cost					
	Interest on Final Payment		All Required		6.43	
	Construction Engineering		All Required		1,455.66	
	Total Nonparticipating Cost				$ 1,462.09	
	Total Project Cost				$49,094.68	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/18/81.					
	AMOUNT CARRIED FORWARD . .					

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                                            TOT      00
                                            TOT      P1                    7.20               34.31          [illegible]
                                            TOT      N9                                                        3,156.11
                                         ** JOB TOTALS **                  7.20  **           34.31  **        3,483.81  **

   COURTNEY RD-ROTHE RD          CONT NO        FA PROJ NOS XI  665004 100                                                STATE
                                     203    1901       296       00 N 9                                        18,975.00CR
                                     203    1901       298       00 N 9                                        18,975.00
                                     203    1901       901       00 P 1                           38.73        11,288.69
                                     203    1901       905       00 P 1                          622.49         4,907.27
                                     203    1901       909       00 P 1                          112.87         2,463.09
                                     203    1901       910       00 P 1                                           388.93
                                     203    1901       911       00 P 1                                         1,751.53
                                     203    1901       913       00 P 1                           10.50           815.23
                                     203    1901       913       01 N 1                           14.54            14.54
                                     203    1901       914       00 P 1                           82.22           770.68
                                     203    1901       920       00 P 1                           87.37           114.84
                                     203    1901       921       00 P 1                        1,199.85         1,436.31
                                     203    1901       922       00 P 1                                             5.01
                                     203    1901       923       00 P 1                          501.83         1,325.40
                                                       TOT       P1                            2,655.86        25,266.98
                                                       TOT       N1                               14.54            14.54
                                                    ** JOB TOTALS **                  **       2,670.40  **    25,281.52  **

   HILL RD-VISTA LANE            CONT NO      * FA PROJ NOS XI  698001 100                                                STATE
                                     203    1903       296       00 N 9 Tr. St.                                 6,379.91CR
                                     203    1903       298       00 N 9  "  Fed.                                6,379.91
                                     203    1903       901       00 P 1 Res. Engr.                              2,313.41
                                     203    1903       905       00 P 1 Fin. Des.                               1,886.21
                                     203    1903       906       00 P 1 Br.   "                                     .13
                                     203    1903       907       00 P 1 Pre.  "                                    3.14
                                     203    1903       909       00 P 1 R/W Des.                                    8.20
                                     203    1903       910       00 P 1 Soils & Geo.                              262.76
                                     203    1903       911       00 P 1 Signing                                   250.09
                                     203    1903       914       00 P 1 Ut. Liaison                               163.81
                                     203    1903       920       00 P 1 P.M.                                       59.44
                                     203    1903       921       00 P 1 Specs.                                  1,543.47
                                     203    1903       922       00 P 1 Ad. Ser.                                   25.11
                                     203    1903       923       00 P 1 Env. Sec.                                 990.01
                                                       TOT       P1                                             7,505.78
                                                    ** JOB TOTALS **                  **                 **     7,505.78  **

   LAKE RD-82ND, HARMONY RD      CONT NO      * FA PROJ NOS M   702002 100                                                STATE
                                     203    1906       296       00 N 9                                        31,900.00CR



   TOTAL TO DATE JOB COST SUMMARY                                              APRIL 1982          PAGE  565
                                                                                 FISCAL             GRAND TOTAL
   DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE
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                                                                                     FISCAL        GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX      FUNCTION  GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                                                                                                  315.15
                                                   TOT     P1                                     315.15CR
                                                   TOT     N9                    **          **             **
                                                ** JOB TOTALS **

                                                                                                              STATE
  CLACKAMAS HWY-GLADSTONE NCL S CONT NO     FA PROJ NOS XI  659005 100            777.92CR      1,194.22CR
                                403  1915      598     00 N 9                      777.92        1,194.22
                                403  1915      903     00 P 1                      777.92        1,194.22
                                               TOT     P1                          777.92CR      1,194.22CR
                                               TOT     N9                    **          **             **
                                            ** JOB TOTALS **

                                                                                                              STATE
  HILL RD - VISTA LANE          CONT NO    * FA PROJ NOS XI  698001 100                          102.09CR
                                403  1916      598     00 N 9                                    102.09
                                403  1916      903     00 P 1                                    102.09
                                               TOT     P1                                        102.09CR
                                               TOT     N9                    **          **             **
                                            ** JOB TOTALS **

                                                                                                              STATE
  ITRST TRANS PJ-HARMNY RD      CONT NO    * FA PROJ NOS XI  702003 100             87.88CR        596.05CR
                                403  1917      598     00 N 9                       87.88          596.05
                                403  1917      903     00 P 1                       87.88          596.05
                                               TOT     P1                           87.88CR        596.05CR
                                               TOT     N9                    **          **             **
                                            ** JOB TOTALS **

                                                                                                              STFTE
  MCLAUGHLIN CORRIDOR RIDESHARE CONT NO     FA PROJ NOS NRD 032001 100  724.50      724.50         724.50
                                403  1918      903     00 P 1          724.50        724.50         724.50
                                               TOT     P1               724.50  **    724.50  **     724.50  **
                                            ** JOB TOTALS **

                                                                                                              STATE
  FERGSON RD-TEKAMPE RD         CONT NO    * FA PROJ NOS OS  900001 100                         9,198.43CR
                                409  1986      598     00 N 9                                   9,198.43
                                409  1986      903     00 P 1                                   9,198.43
                                               TOT     P1                                       9,198.43CR
                                               TOT     N9                    **          **             **
                                            ** JOB TOTALS **

                                                                                                              STATE
  EUGENE CARPOOLING #2          CONT NO     FA PROJ NOS M   000016 100         23,190.63CR     50,000.00CR
                                420  1904      598     00 N 9                 26,809.37CR
                                420  1904      903     00 P 1                 50,000.00        50,000.00
                                420  1904      903     01 P 1                 23,190.63        50,000.00
                                               TOT     P1                     23,190.63CR      50,000.00CR
                                               TOT     N9                    **          **             **
                                            ** JOB TOTALS **
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                                          TOT       N1                                         204 55             204 55
                                       ** JOB TOTALS **               7 20   **     176,468.88   **     215,582.40   **

                                                                                                              STATE
HAZARD SIGN PJ-CLACKAMAS    CONT NO            FA PROJ NOS PMS 00S078 100          558.60CR         1,039 86CR    79      82
                               203      1008       296      00 N 9                  558.60           1,039 86      79      82
                               203      1008       298      00 N 9                  268.62             735.10      79      81
                               203      1008       900      02 P 1                                      26.90      79      79
                               203      1008       900      02 N 1                  269 28             269 28      81      82
                               203      1008       915      00 P 1                                      14.78      79      79
                               203      1008       920      00 P 1                   20.70              20.70      81      82
                               203      1008       948      00 P 1                  558.60           1,039 86
                                                   TOT      P1                                          26.90
                                                   TOT      N1
                                       ** JOB TOTALS **                      **     558.60   **      1,066.76   **

                                                                                                              STATE
HILL ROAD-VISTA LANE        CONT NO 9079 * FA PROJ NOS XI  698001 100                               34,767 26—    80      81
                               203      1013       201      00 P 1 Pay Cont.                             6.43—    81      81
                               203      1013       206      00 N 1 Interest





                                                                            APRIL 1982       PAGE  133

TOTAL TO DATE JOB COST SUMMARY
                                                                             FISCAL         GRAND TOTAL      ACTIVE YRS
                                                                          YEAR TO DATE       TO DATE         BEG     END
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH      1.03CR                     81      81
                               203      1013       270      01 P 1—
                               203      1013       296      00 N 9 Tr. St. 4,700.00    4,700.00       39,022.82CR—    80      82
                               203      1013       297      00 N 9 " Co.                              10,150 00—     80      81
                               203      1013       298      00 N 9 " Fed.                             33,572.82—     80      81
                               203      1013       299      00 N 9 " RR.  4,700.00CR   4,700.00CR      4,700 00CR—    82      82
                               203      1013       900      00 P 1 Const. Engr. 33.00     33.00         4,615 18—     80      82
                               203      1013       900      00 N 1  "     "                1.03         1,456.69—     81      81
                               203      1013       920      00 P 1 P.M.                                   48 86—     80      80
                               203      1013       945      00 P 1 Const. Sec.                            11.70—     81      81
                               203      1013       948      00 P 1 T.C.E.                                 63 07—     81      81
                               203      1013       948      00 N 1  "                     51.72            51.72—     81      81
                               203      1013       985      00 P 1 EEO Monitoring                          24.36—     80      80
                                                   TOT      P1               33.00        31.97        39,530.43
                                                   TOT      N1                            52.75         1,514 84
                                       ** JOB TOTALS **              33.00   **           84.72   **   41,045.27   **

                                                                                                              STATE
BARLOW RD-LONE ELDER RD     CONT NO            FA PROJ NOS HES 595002 100          431.19CR           541.00CR    80      81
                               203      1014       296      00 N 9                  431.19             541 00      80      81
                               203      1014       298      00 N 9                                      12 31      81      81
                               203      1014       900      00 P 1                  310.67             495 32      80      81
                               203      1014       900      02 P 1                   35 47              67 13      80      81
                               203      1014       920      00 P 1                   13.54              32 75      81      81
                               203      1014       948      00 P 1                  359 65
                                                   TOT      P1
                                       ** JOB TOTALS **                      **
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                                                                              MARCH
TOTAL TO DATE JOB COST SUMMARY
                                                                               FISCAL          GRAND TOTAL     BEG    END
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

                                                                                                          STATE
  WEBSTER RD-CLACKAMS HWY@THIES CONT NO          FA PROJ NOS XI  659006 100
                                  403    1022       598       00 N 9                4,710.87CR     25,035.39CR   80     81
                                  403    1022       903       01 P 1                4,710.87       25,150.00     81     81
                                                    TOT       P1                    4,710.87       25,150.00
                                                    TOT       N9                    4,710.87CR     25,035.39CR
                                                 ** JOB TOTALS **          **                 **      114.61  **

                                                                                                          STATE
  BARLOW RD-LONE ELDER RD          CONT NO       FA PROJ NOS HES 595002 100
                                  403    1023       205       01 P 1                  930.34CR        930.34CR   81     81
                                  403    1023       270       01 P 1                6,028.81        7,612.74     81     81
                                  403    1023       598       00 N 9                5,098.47CR      6,682.00CR   80     81
                                                    TOT       P1                    5,098.47        6,682.00
                                                    TOT       N9                    5,098.47CR      6,682.00CR
                                                 ** JOB TOTALS **          **                 **             **

                                                                                                          STATE
  HILL RD-VISTA LN                 CONT NO     * FA PROJ NOS XI  698001 100
                                  403    1024       598       00 N 9                                  432.89CR   80     80
                                  403    1024       903       00 P 1                                  432.89     80     80
                                                    TOT       P1                                      432.89
                                                    TOT       N9                                      432.89CR
                                                 ** JOB TOTALS **          **                 **             **

                                                                                                          STATE
  LAKE OSWEGO-MT ST HELEN ASH      CONT NO     * FA PROJ NOS ER  325001 100
                                  403    1025       205       00 P 1                  469.15                     81     81
                                  403    1025       598       00 N 9                  434.40CR      4,691.53CR   81     81
                                  403    1025       903       00 P 1                                4,691.53     81     81
                                  403    1025       915       00 P 1                   35.75CR                   81     82
                                                    TOT       P1                      433.40        4,691.53
                                                    TOT       N9                      434.40CR      4,691.53CR
                                                 ** JOB TOTALS **          **            1.00CR**            **

                                                                                                          STATE
  HARMONY RD@INTERNATIONAL WY      CONT NO       FA PROJ NOS X10 702004 100
                                  403    1026       598       00 N 9                  204.02CR        204.02CR   81     81
                                  403    1026       903       00 P 1                  204.02          204.02     81     81
                                                    TOT       P1                      204.02          204.02
                                                    TOT       N9                      204.02CR        204.02CR
                                                 ** JOB TOTALS **          **                 **             **

                                                                                                          STATE
  OLD DRY CRK RD-OCHOCO HWY        CONT NO       FA PROJ NOS SOS 700002 100
                                  407    1048       598       00 N 9               39,464.82CR     39,464.82CR   81     81
                                  407    1048       903       00 P 1               39,464.82       39,464.82     81     81
                                                    TOT       P1                   39,464.82       39,464.82
                                                    TOT       N9                   39,464.82CR     39,464.82CR
                                                 ** JOB TOTALS **          **                 **             **
```

1-71

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 12-9-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. IX-9698(1)
COMPLETION DATE 5-30-80	ACCEPTANCE DATE BY CONTRACT AGENCY 8-13-80	TIME ELAPSED 97 %	CONTRACT TIME 90 C.D.
APPROVED EXTENSIONS None	LOCATION County Road, FAU 9698, Thiessen Road in City of Milwaukie, Oregon		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HILL ROAD - VISTA LANE
THIESSEN ROAD
Grading & Paving

This project provided for the grading and paving necessary to reduce the curvature of Thiessen Road between Hill Road and Vista Lane (approximately 0.07 miles). A contract in the amount of $31,378.00 was awarded Willamette Western Corporation on February 22, 1980. Work began on April 24, 1980 and was completed in reasonably close conformance with the approved plans and specifications on May 30, 1980 at a final cost of $40,878.32 which includes $33,567.26 for bid items, $1,200 for changes covered by approved price agreements, $300 for State Force Work, and an estimated engineering cost of $5,811.06. A total of 87 C.D. were used as compared to the 90 C.D. authorized.

Project records indicate that all materials incorporated into the work met specification requirements.

Acceptance of the contract work is recommended.

RECEIVED
STATE HWY ENGR
DEC 12 '80
REFER TO
FOR
Info | Inves | R.D. | D.E. | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-9-80	TITLE Field Operations Engineer	DATE 12-9-80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

files

9-2

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Willamette Western Corp. No. 9079	Hill Rd.-Vista Lane Clackamas County	August 13, 1980
Hertz Electric, Inc. No. 8995	E. Greenwood Ave. @ E. 8th St. (Bend) Deschutes County	August 13, 1980
Elting, Inc. No. 9054	Spring Creek Hill Klamath County	August 14, 1980
Ross Bros. Const. Inc. No. 8757	S. Fk. Coquille River (Gaylord) Bridge Coos County	August 14, 1980
Tice Elect. Co. No. 9053	SE 82nd Dr. @ Oatfield Rd. (Gladstone) Clackamas County	August 18, 1980
Marion Const. Co.,Inc. No. 9004	Silver Falls State Park Marion County	August 25, 1980
Mid Oregon Crushing Co., Inc. & Philip Dahl, J.V. No. 9016	The Dalles-Calif. Hwy. @ Lower Bridge Rd. Deschutes County	August 25, 1980
Siuslaw Const. Co.,Inc. No. 8999	Youngs River Falls Bridge Clatsop County	August 25, 1980
Johnson Rock Products, Inc. No. 9074	Teakwood Ave.-Myrtle Ave. (Coos Bay) Coos County	August 27, 1980

September 2, 1980

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9079

L

August 29, 1980

The American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

COM 5
#9079

Gentlemen:

On August 15, 1980, we wrote to you concerning release of final payment on Contract No. 9079 awarded to Willamette Western Corp. for work on Hill Road-Vista Lane Section of FAU 9698 in Clackamas County.

Final payment on this contract is $1,754.04 and the total contract amount is $34,767.26. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Willamette Western Corp.
3510 S.W. Bond Avenue
Portland, OR 97201

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

7179

Clack

ROAD DESIGN 378-6558

Willard Hoffman
Resident Engineer, PORTLAND

June 18, 1980

DNStoudenmeyer
Donald N. Stoudenmeyer
Design Supervisor

Hill Road-Vista Lane Sec.
FAU 9698 (Thiessen Road)
Clackamas County

This letter acknowledges receipt of your narrative report on the subject project. We appreciate receiving these reports as they could be helpful to us in future design work.

We notice on your statement of overruns and underruns the semi-final total should read 37,550.76, rather than 39,450.76 as shown.

DNS:cj
A

9079

NARRATIVE REPORT

PROJECT: Hill Road - Vista Lane

PREFIX: 203-1013 CONTRACT #: 9079 FEDERAL AID #: IX-9698(1)

DATE OF CONTRACT: February 22, 1980

DATE OF COMPLETION TIME LIMIT: June 2, 1980

DATE WORK STARTED: April 24, 1980

DATE WORK COMPLETED: May 30, 1980

TIME OVERRUN: None

CONTRACTOR: Willamette Western Corp.

SUBCONTRACTORS: Van Lom & Winge, curbs

REFERRED TO
Beard ✓ Stoudenmeyer
Mann
Cole Watson
Eriksen Lau
Hager Dorn
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER
Prepare letter
ack nowledgment.

This contract, for Clackamas County, was to flatten a curve to 22 degrees on Thiessen Road, FAU 9698. It included a curb and storm drain on the inside of the curve.

The street has a surprising volume of traffic which was well controlled by cones and flagmen.

The cross pipe to which the new system was to be attached was too high at the inlet and had to be replaced.

At the County's request the driveway at sta. 12+60 was moved to sta 13+45.

The curb had to be extended 90 feet to the west in order to confine runoff water to the R/W.

W E Hoffman

W.E. Hoffman
Resident Engineer

WEH/dd

RECEIVED

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Hill Road - Vista Lane
Highway: FAU 9698 (Thiessen Road)
County: Clackamas

Contract No.: 9079
Prefix: 203 - 1013
F.A. No.: 1A-9698(1)

Item No.	Item	Unit	Original	Semi-Final	%(+or-)

SUMMARY

Bid Items	$	31,378.00	33,550.76	+ 6.9
Anticipated Items	$	400.00	0	0
Contingencies	$	1,430.01	0	0
Engineering	$	3,177.80	4,000.00	+25.9
Liquidated Damages	$	0	0	0
Total	$	36,385.81	39,450.76	+ 8.4

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Bid Item No. 7

Class "B" Asphalt Concrete	$	10,850.00	12,617.93	+ 16.3

Overrun was a result of effects of Bid Item No. 8 and PA No. 2

Bid Item No. 8

12-inch Sewer Pipe	$	5,117.00	5,547.00	+ 8.4

Existing cross pipe was too high to function with new drain system

Bid Item No. 10

Concrete Curbs	$	1,588.75	2,290.13	+ 44.1

Extended to the west to confine run-off to the R/W

P.A. No. 2

Earthwork and Aggregate Base	$	0	1,200.00	+100.0

Built a driveway at the request of Clackamas County.

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

[illegible] ONLY
[illegible] AND BRIDGE [illegible]

[illegible] l Road-Vista Lane
[illegible] ette [illegible] Western Corp.
[illegible] bruary 1980
[illegible] PROJECT FOR THE WEEK 0 [illegible] SION 0
[illegible] ON $ [illegible],385.81
[illegible] $ [illegible],208.01
[illegible] $ [illegible],[illegible]08.01
[illegible] %

SECTION Hill Road - Vista Lane
WEEK ENDING 7 June 1980
[illegible] 203-1013
HIGHWAY Thiessen Rd. FAU 9698
COUNTY Clackamas
KIND OF WORK Grading and Paving
CONTRACT NUMBER 9079
FEDERAL AID PROJECT NUMBER IX-9698(1)
DATE WORK STARTED 24 April 1980
ESTIMATED COMPLETION DATE 30 May 1980
SPECIFIED WORK DAYS
WORK DAYS USED
SPECIFIED CALENDAR DAYS 90
CALENDAR DAYS USED 87
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 97
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 90
ENGINEERING AUTHORIZATION $ 3,177.80
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ENGINEERING COST TO DATE $ 3,700.00
DATE PROJECT WAS COMPLETED 30 May 1980
PERCENT OF AUTHORIZATION 116 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

[illegible]	BASE GRADING	OIL AND/OR PAVE SURFACING	MAT'L PROD MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
[illegible]					
[illegible] CONTRACT					350 Ton
[illegible] DATE					350 Ton
[illegible] DATE					408 Ton
[illegible]					
[illegible] NECESSARY TO [illegible] TIME					
[illegible]					

[illegible] WEEK
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

WEATHER	WORK DAYS [illegible]	HOURS DELAY	CAUSE OF DELAY
Rain	0		
Rain	0		
Showers	0		
Cloudy	0		
[illegible]	0		
[illegible]	0		
[illegible]	0		

RECEIVED
JUN 9 1980
CONSTRUCTION BRANCH
Richards
Berg
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

6/1 SUNDAY	No activity
6/2 MONDAY	No activity
6/3 TUESDAY	No activity
6/4 WEDNESDAY	No activity
6/5 THURSDAY	No activity
FRIDAY	No activity
/7 SATURDAY	No activity

REMARKS

Office work on Semi-Final.

Semi final submitted 6-6-80

This will be the last report

SIGNED W E Hoffman W.E. Hoffman Res. Engr. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9679

STATE COP

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 4-9		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	3/18/80	Project Number IX-9698(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 12, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,000	$ 39,000
Federal funds	$ 2,550	$ 33,150
Other revisions		

This modification is made for the following reasons:

addition of construction phase to project

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of March, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

6 - File

Oregon State Highway Division
Salem, Oregon, March 6, 1980

Federal Aid Project
No. IX-9698(1)

Hill Rd.-Vista Lane Section
County Road in Clackamas County

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code 6204
Roadway (Sta. 10+50 to Sta. 13+99.60)

Mobilization	All Required		1,300.00
Temporary Protection and Direction of Traffic	All Required		1,100.00
Temporary Signs	121 Sq.Ft.	$ 5.50	665.50
Temporary Barricades	2 Each	104.00	208.00F
Flagmen	160 Hour	22.00	3,520.00
Earthwork	All Required		2,450.75
Class "B" Asphalt Concrete	350 Ton	31.00	10,850.00
12-inch Sewer Pipe	238 Lin.Ft.	21.50	5,117.00
Concrete Inlets, Type G-2	2 Each	525.00	1,050.00
Concrete Curbs	205 Lin.Ft.	7.75	1,588.75
Extra for Asphalt Approaches	9 Each	350.00	3,150.00
Mono-Directional Crystal Type 1 Markers	36 Each	7.00	252.00
Bi-Directional Crystal Type 1 Markers	18 Each	7.00	126.00
			$31,378.00

Additional Items

Permanent Pavement Striping	All Required	$ 400.00
	Subtotal	$31,778.00
	Engineering	4,222.00
	Total	$36,000.00

Length of Project	0.066 Mile
Cost Per Mile	$545,454.55

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds (85%)	County
Preliminary Engineering	$ 3,000.00	$ 2,550.00	$ 450.00
Roadway	36,000.00	30,600.00	5,400.00
Total	$39,000.00	$33,150.00	$5,850.00

Group 1	100%
Contract No.	9079
Prefix No.	203-1903 (PE)
Prefix No.	203-1013 (Cont.)

STATE COPY

9

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-106	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-12-79	State Oregon County Clackamas Project No. IX-9698(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Hill Road to Vista Lane

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-8-79	0.19
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro Rata 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,000.00	$ 2,550.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 1, 1979

Federal Aid Project
No. IX-9698(1)

Hill Road-Vista Lane Section
Co. Rd. in Clackamas County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$3,000.00
	Total	$3,000.00

Length of Project. . . . . . 0.19 mi.

SUMMARY OF FUNDS

Federal Funds	$2,550.00
County Funds	450.00
Total	$3,000.00

Group 1 - 100%
Prefix - 203-1903

. 9579

February 1, 1980

1X

CON 4

Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Attn: John C. McIntyre
Director of Public Works

Gentlemen:

On January 31, 1980 a satisfactory bid was received from Willamette-Western Corp., P.O. Box 3320, Portland, Oregon 97208 for construction on the Hill Road-Vista Lane Section, FAU 9698. The advance deposit based on the anticipated construction cost of their bid is as follows:

BID ITEMS	$31,378.00
Permanent Pavement Striping	$ 400.00
4 1/2% Contingencies	1,430.01
10% Engineering	3,177.80
ESTIMATED TOTAL COST	$36,385.81

County's Advance Deposit:
15% of $36,385.81 = $5,457.87 or say $5,450.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 22, 1980.

Please make your check for $5,450.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf
bcc w/AD # 721: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 721 when check is received.

9071

B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9698(1)
STATE PROJECT NO. See below
COUNTY NAME Clackamas
PROGRAM STAGE (Check) ☐ 2.

PROGRAM NO.
ITEM NO. 90043

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/D | Dft | Sign | Act | File

DATE PS&E APPROVED 1-3-80
DATE AUTHORIZATION EFFECTIVE 1-3-80
FEDERAL ROUTE NUMBER FAU 9698
STATE ROUTE NUMBER County Road

GENERAL LOCATION:
Hill Road - Vista Lane

GENERAL DESCRIPTION OF WORK:
Grade, Drain and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Perm. Pavement Striping $400.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 25, 1979, I approve adding the construction phase to the subject project. After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $36,000 - Federal Funds $30,600.

A signed copy of the Title Sheet is returned herewith.
(Advice No. 823-10-0-01)

DATE 1-21-80
SIGNATURE OF APPROVING OFFICIAL
TITLE .for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-69) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-918

1X -C

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 703

12-13-79

Prefix 203-1903

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9628(1),
Project Name Hill Road - Vista Lane
Thiessen Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon, this 13th day of December, 1979

County of Clackamas

Stan Skoko-- xxxxxxxxxxxx/Chairman

Robert Schumacher, Commissioner

Ralph Groener

Ralph Groener, Commissioner

Approved By:

Kenneth Rolfe

County Right-of-Way Supervisor

Date 12-17-79

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

1X

NOTED
F. C. LOWE

9077

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Obligation Authority
Interstate Transfer Projects

Date: December 3, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR/710.32

To: Mr. H. S. Coulter, State Highway Engineer

Obligational authority for the following projects has been received by this office November 30, 1979:

1. IX-9926(4) N. Basin Ave - N. Going St. (Anchor St.) Sect.
   Construction TEC $279,000 F.F. $229,500
2. IX-9022(4) Cornell Rd at Murray Blvd.
   Construction TEC $101,650 F.F. $86,400
3. IX-9234(5) Scholls Hwy at Allen Blvd Sect.
   Construction TEC $139,500 F.F. $118,500
4. IX-9698(1) Hill Rd. - Vista Lane Section
   Construction TEC $36,000 F.F. $30,600

I am prepared to approve your request for PS&E approval on the above projects upon receipt of your request.

G.K. Hossner for
G. L. Green

cc:
OSDH (D E Swan)
(C Laux)

12-4
Sandee Bachman
Hardt
R

RECEIVED
STATE HWY ENGR
DEC 4 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

B

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9698(1)
Hill Road - Vista Lane Sec.
FAU 9698 (Thiessen Road)
Clackamas County

Date: November 5, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer

For the reasons outlined in Mr. Christensen's October 22 letter we concur that it is in the public interest to use the reduced shoulder width (4 feet) on the left side of the subject project.

for G. L. Green

cc:
OSHD (D Christensen

RECEIVED
STATE HWY ENG
NOV '79
REFER TO
Info
File

C

1077

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 21-2

October 25, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Change
Item No. 90043
Project No. IX-9698(1)
Hill Rd.-Vista Lane Section
Clackamas County

Attached support data consists of PR-9 forms.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 24, 1980.

We request transfer of Interstate Substitution General Funds for the construction of the subject project, as we intend to request PS&E authorization January 2. This action will involve an estimated total cost of $36,000 with substitution funds in the amount of $30,600.

This request is based on the October 25, 1978 letter to you from the Governor of Oregon.

JLG:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

H

Form 734-3122

Budget Bureau No. 41-R2068; Approval Expire

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	(19) (20)	Co.Rd., Hill Road to Vista Lane 21 65	ADT	9,100	- - (66) (70)	- - (71) (72)	10 (74) (75)	Oregon	41 (2) (3)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	PE, Gr.,Dr., H.T. Pave 28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	IX 14 23	9698 (1) 7 13

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD 4

CLASS OF FEDERAL FUNDS [1]: Interstate Substitutions General Funded

COUNTY NAME: Clackamas

NAME OF URBAN AREA 17-31: Portland

F.A. SYSTEM: Urban

RTE NO.: U

FEDERAL AID: 9698

STATE: (32) Co. Rd. (36) (37)

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS 85%	~~STATE~~ FUNDS County	CHARACTE PROPOSED
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90043	IX-9698(1)	"Hill Rd.-Vista Ln. Sec."	0.19	3,000	2,550	450	PE all phase in prep work & arc salv.
										PROJECT TOTAL	0.19	3,000	2,550	450	
5					PE ROW CONST Safety 6204		RE-QUESTED REVISION	Same	Same	Same	0.07 0.07	3,000 (16) 36,000 (23)	2,550 (24) 30,600 (33)	450 5,400	PE all phases i prep. work & ar salv. Const. cu ment req. gr, d 2-12' lanes wit util. adj. as r
										PROJECT TOTAL	0.07	39,000	33,150	5,850	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

1 — COLUMN 14 ⟶ CODE 11 — CODE 2

REASON FOR CHANGE: To add construction phase and correct length

2031903

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: February 8, 1979

OTHER: March 12, 1979

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 25 ,1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

TION NO.

D W.O.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

BER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	Co.Rd., Hill Road to Vista Lane	ADT	9,100	- -	- -	10	Oregon	41	823	90043

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
Dr., H.T. Pave								IX	9698 (1)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

ERAL FUNDS [1]: Interstate Substitutions General Funded

COUNTY NAME: Clackamas

CODE: 005

AN AREA: Portland

F.A. SYSTEM: Urban

RTE NO.	FEDERAL AID	STATE	U.S.
U	9698	Co. Rd.	- - -

COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS 85%	PROJECT COST ~~STATE~~ FUNDS County	CHARACTER OF PROPOSED WORK
		PE ROW CONST		ITEM AS NOW PRO-GRAMED	90043	IX-9698(1)	"Hill Rd.-Vista Ln. Sec.	0.19	3,000	2,550	450	PE all phase incl. util. prep work & archeological salv.
							PROJECT TOTAL	0.19	3,000	2,550	450	
		PE ROW CONST Safety 6204		RE-QUESTED REVISION	Same	Same	Same	0.07 0.07	3,000 36,000	2,550 30,600	450 5,400	PE all phases incl. util. prep. work & archeological salv. Const. curve realignment req. gr, dr,H.T. pave 2-12' lanes with var.shlds. util. adj. as req.
							PROJECT TOTAL	0.07	39,000	33,150	5,850	

PR-9 has been submitted Yes ☐
7 days.
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

plitting into two or more projects. Prepare a form PR-1 for all
s resulting from such action.

REASON FOR CHANGE: To add construction phase and correct length

2031903

-over-

PPROVAL:
8, 1979

1979

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE October 25 ,1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Operation Programming Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 40903-P61

Hill Road-Vista Lane Section
Project No. IX-9698(1)

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

2) Curve realignment requiring grade, drain and high-type surfacing to accommodate two 12-foot travel lanes with 4-foot paved shoulders on the northside and nominal 6-foot curbed paved shoulders on the southside. Adjust utilities as required and perform incidental work common to this type of project.

Exceptions to Minimum Design Standards: To be requested under separate action.

Note: Included in August 1979 final draft of MSD FY '80 TIP/AE on page 47 and line 271.

1079

B

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

October 22, 1979

Mr. Glen Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Hill Road-Vista Lane Sec.
FAU 9698 (Thiessen Road)
Clackamas County

This FAI-X project is for the improvement of the curve between Hill Road and Vista Lane on Thiessen Road. The project is approximately 0.07 mile in length. The present ADT is 9000. The projected ADT is 11,700.

The typical section proposed is 12-foot travel lanes with a 4-foot left shoulder and a 10-foot right shoulder.

The present angle point alignment will be replaced with a 22° curve. The beginning of the project will connect to an existing roadway width of 18 feet and the end will connect to an existing width of 38 feet. In the foreseeable future there are no plans to improve Thiessen Road north or south of the project. It is in the public interest to use the reduced shoulder widths on the left side.

This letter is submitted as documentation on the exception to minimum design criteria as set forth in the "Geometric Standards for Highways Other Than Freeways, AASHTO, 1969".

This project is presently scheduled for the Jan. 24, 1980, contract letting.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By: ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

RECEIVED
OCT 22
REFER TO
FOR
Info | Act

DS:cj
cc: E. Hunter; E. Hardt; F. Terpin; D. Stoudenmeyer

Form 81-734-3122

OREGON STATE HIGHWAY DIVISION

TO: Salem Clackamas Co.
Final Design

SUBJECT: Slope Easement S 7 T2S R2E WM
(Thiessen Rd)
Hill Rd - Vista Lane Sec 203-1903

FROM: R. R. Cameron
Res. Engr.

DATE: 8/6/79

Herewith subject easement for your information.
Please note special provision contained thereon.

Leo A. Goldsby
Leo A. Goldsby
Asst. Res. Engr.

Versteeg
Anderson
1 Christenson
Olson
Sullivan
Terpin
Trout
2 Wakerlig

RECEIVED
AUG 07 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

(SIGNATURE)

PLEASE REPLY HERE

REFERRED TO
Board ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Mager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Agreement contingent on the drainage being tiled and [illegible]
for the whole length of our property adjacent to road - with
special care in joining drain from property at ~~[illegible]~~ N.E.
corner of open drain. / Easement not to extend past or
fence. (inside)

SLOPE EASEMENT
Clackamas County Easement

James L. Stout
Arleta W. Stout

KNOW ALL MEN BY THESE PRESENTS, That James L. & Arleta W. Stout hereinafter referred to as the Grantor, for the consideration hereinafter stated, paid by Clackamas County, Oregon, and the mutual benefit hereby gained, which consideration and benefit are hereby acknowledged and receipted by the Grantor, do hereby grant, bargain, sell and convey unto Clackamas County, Oregon, a permanent easement for slope purposes.

Part of the Orrin Kellogg D.L.C. in Section 7, T.2 S., R.2 E., of the W.M., in the County of Clackamas, and the State of Oregon, described as follows:

Beginning at a Ford axle driven in the center of Thiessen Road, South 131.56 feet and west 1,665.62 feet from the northwest corner of the Cyrus Wadsworth D.L.C., said axle being at the most westerly corner of a tract conveyed to Arthur C. Kendall and Althea Kendall by deed recorded in Book 267, Page 502, Deed Records; thence South 46°22' East, 20.01 feet to the true point of beginning; thence South 46°22' East, 5.00 feet; thence South 59°17'44" West, 20.76 feet; thence North 45°22' East parallel with the centerline of said road 20.00 feet to the true point of beginning.

* —

It is understood and agreed that no building shall be erected upon said easement premises without the written consent of Clackamas County, Oregon, and that the said County shall replace, as near as practicable, the surface of said easement premises after construction and maintenance work on said slope.

This instrument does not grant or convey unto Clackamas County, Oregon, any right or title to the surface of the soil except for the purpose of maintaining, replacing, and inspecting a slope. This instrument gives immediate possession of the foregoing premises.

The true and actual consideration for this transfer is: $ ---- paid herewith; $ ---- to be paid prior to construction: GIFT X

The only other persons, firms or corporation known by Grantor to have any interest in the foregoing premises are: Oregon Mutual Saving

IN WITNESS WHEREOF, the grantor above named, have hereunto set their hands and seals this ____ day of 7/30/74, 19__.

James L. Stout (SEAL)

Arleta W. Stout (SEAL)

STATE OF OREGON, County of Clackamas) ss. 7/30, 1974

Personally appeared the above named JAMES L. + ARLETA W. Stout

and acknowledged the foregoing instrument to be their voluntary act and deed.

Before Me: Carl K. [illegible]

Notary Public for Oregon

KNOW ALL MEN BY THESE PRESENTS, That James L. & Arleta W. Stout hereinafter referred to as the Grantor, for the consideration hereinafter stated, paid by Clackamas County, Oregon, and the mutual benefit hereby gained, which consideration and benefit are hereby acknowledged and receipted by the Grantor, do hereby grant, bargain, sell and convey unto Clackamas County, Oregon, a permanent easement for slope purposes.

> Part of the Orrin Kellogg D.L.C. in Section 7, T.2 S., R.2 E., of the W.M., in the County of Clackamas, and the State of Oregon, described as follows:
>
> Beginning at a Ford axle driven in the center of Thiessen Road, South 131.56 feet and west 1,665.62 feet from the northwest corner of the Cyrus Wadsworth D.L.C., said axle being at the most westerly corner of a tract conveyed to Arthur C. Kendall and Althea Kendall by deed recorded in Book 267, Page 502, Deed Records; thence South 46°22' East, 20.01 feet to the true point of beginning; thence South 46°22' East, 5.00 feet; thence South 59°17'44" West, 20.76 feet; thence North 45°22' East parallel with the centerline of said road 20.00 feet to the true point of beginning.

*—

It is understood and agreed that no building shall be erected upon said easement premises without the written consent of Clackamas County, Oregon, and that the said County shall replace, as near as practicable, the surface of said easement premises after construction and maintenance work on said slope.

This instrument does not grant or convey unto Clackamas County, Oregon, any right or title to the surface of the soil except for the purpose of maintaining, replacing, and inspecting a slope. This instrument gives immediate possession of the foregoing premises.

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James L. Stout (SEAL)

Arleta W. Stout (SEAL)

STATE OF OREGON, County of Clackamas) ss. 7/30, 1974

Personally appeared the above named JAMES L. + ARLETA W. Stout

and acknowledged the foregoing instrument to be their voluntary act and deed.

Before Me: Carol K. [illegible]

Notary Public for Oregon

My Commission Expires: 4-1-81

9C79

Clac 1

May 18,1979

R. R. Cameron
Resident Engineer

Hill Road - Vista Lane
Thiessen Road
Clackamas County
Prefix 203-1903

NARRATIVE REPORT

This project was submitted by Clackamas County for the correction of a hazardous substandard curve.

The work consist of widening the roadway and reducing the degree of curvature providing a safe speed of 30 mph. Curbs, storm drainage and a 1" overlay are being added.

The existing ditch on the South side of Thiessen Road will be filled and replaced by a 12" storm sewer, begining at Lone Oak Lane. This drainage will connect with the existing 24" drainage system on the North side of Thiessen Road.

All work is to be done within the existing Right of Way. The widening will be done on the South side of Thiessen Road.

Local datum and assumed elevations were used for mapping purposes.

No unusual traffic control problems are forseen during construction.

RRCameron
Res. Engr.

REC'D 7-13-79
2
OK

May 29, 1979

Hill Rd. - Vista Lane Sec.
Thiessen Rd.
Clackamas County
Prefix 203-1903

NARRATIVE REPORT (addendum)

A slope easement is needed on the right from Sta 11+96 to Sta 12+16, a distance of twenty feet (20'). The width required is variable from 0 to five (5') feet. The information necessary to describe this parcel was given to Mr. Winston Kurth (Clackamas County Engineer) this date and he advised that the county would acquire the easement.

R. R. Cameron
Res. Engr.

[illegible] 18 May 197[illegible]
Page 1 of 2

SECTION [illegible]
HIGHWAY [illegible]
COUNTY [illegible]
PREFIX [illegible]

QUANTITY SUMMARY & COST ESTIMATE
(Prices from [illegible])

Date: [illegible] JW

ec.	Item	Unit	Quantity	Unit Price	Amount	
[illegible]	[illegible]		[illegible]	[illegible]	2273	
[illegible]	[illegible] traffic		[illegible]	[illegible]	513	
	[illegible]	[illegible]	125	6.[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	12.00	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	180	
	[illegible]	[illegible]	18	10.00	180	
[illegible]	[illegible]		[illegible]	[illegible]	–	
[illegible]	[illegible]	[illegible]	52	[illegible]	[illegible]	
		[illegible]	55	[illegible]	[illegible]	
[illegible]	[illegible]					
[illegible]	[illegible]	[illegible]	0.1	[illegible]	[illegible]	
				[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	2			
		[illegible]	123	[illegible]	1615	
1	[illegible]					
[illegible]	[illegible]	[illegible]	[illegible]	5[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
	[illegible]	[illegible]	2	(	[illegible]	
	[illegible]	[illegible]	8	[illegible]	1600	
[illegible]	[illegible]	[illegible]	2.2	([illegible]	[illegible]	[illegible])
[illegible]	[illegible]	[illegible]	238	5.[illegible]	[illegible]	
	[illegible]	[illegible]	[illegible]	[illegible]	900	
[illegible]	[illegible]	[illegible]	2	[illegible]	1200	
[illegible]	[illegible]	[illegible]	280	[illegible]	18[illegible]	

Page 2 of 2

SECTION [illegible] Lane

HIGHWAY [illegible] Road

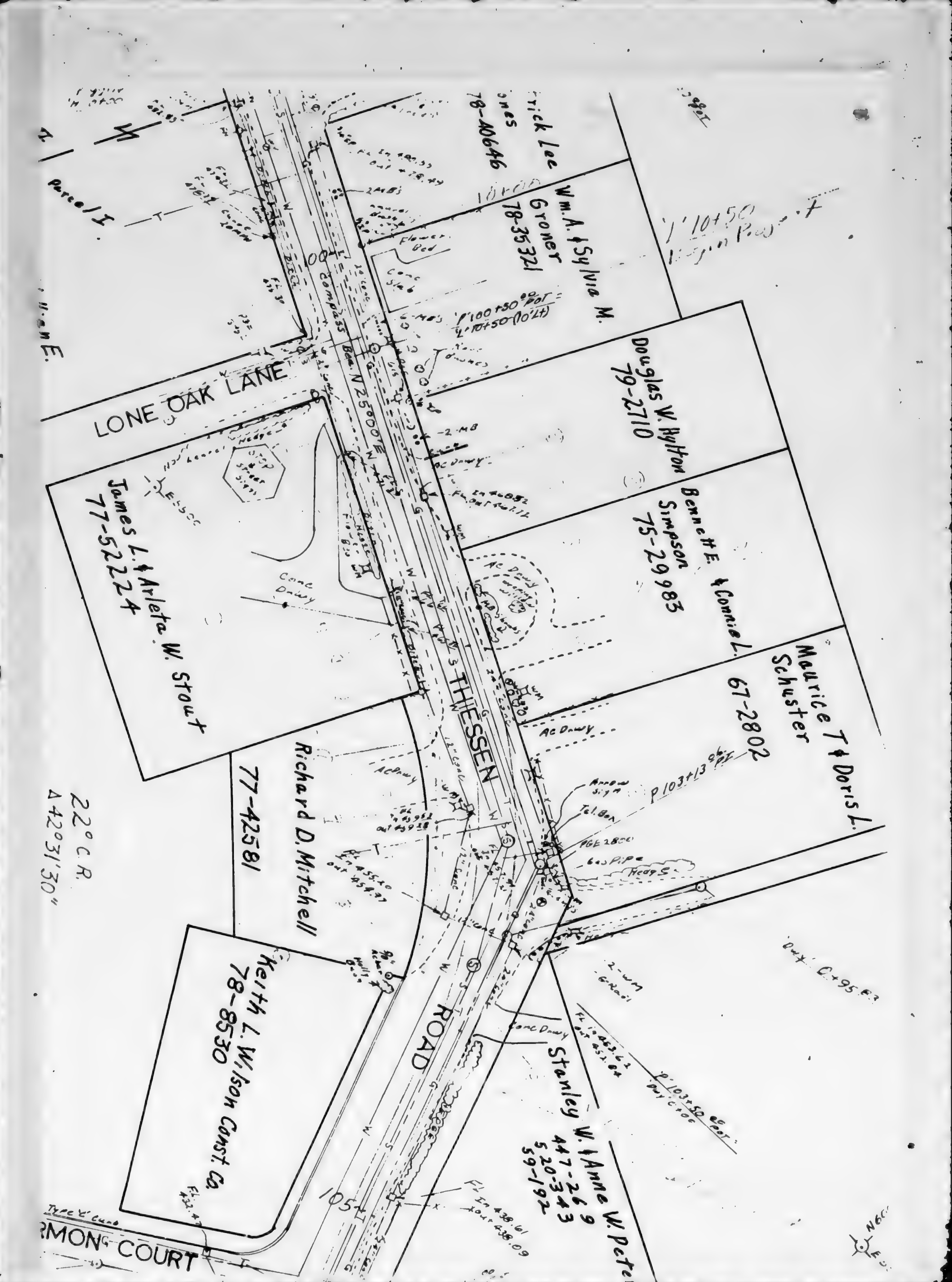
COUNTY [illegible]

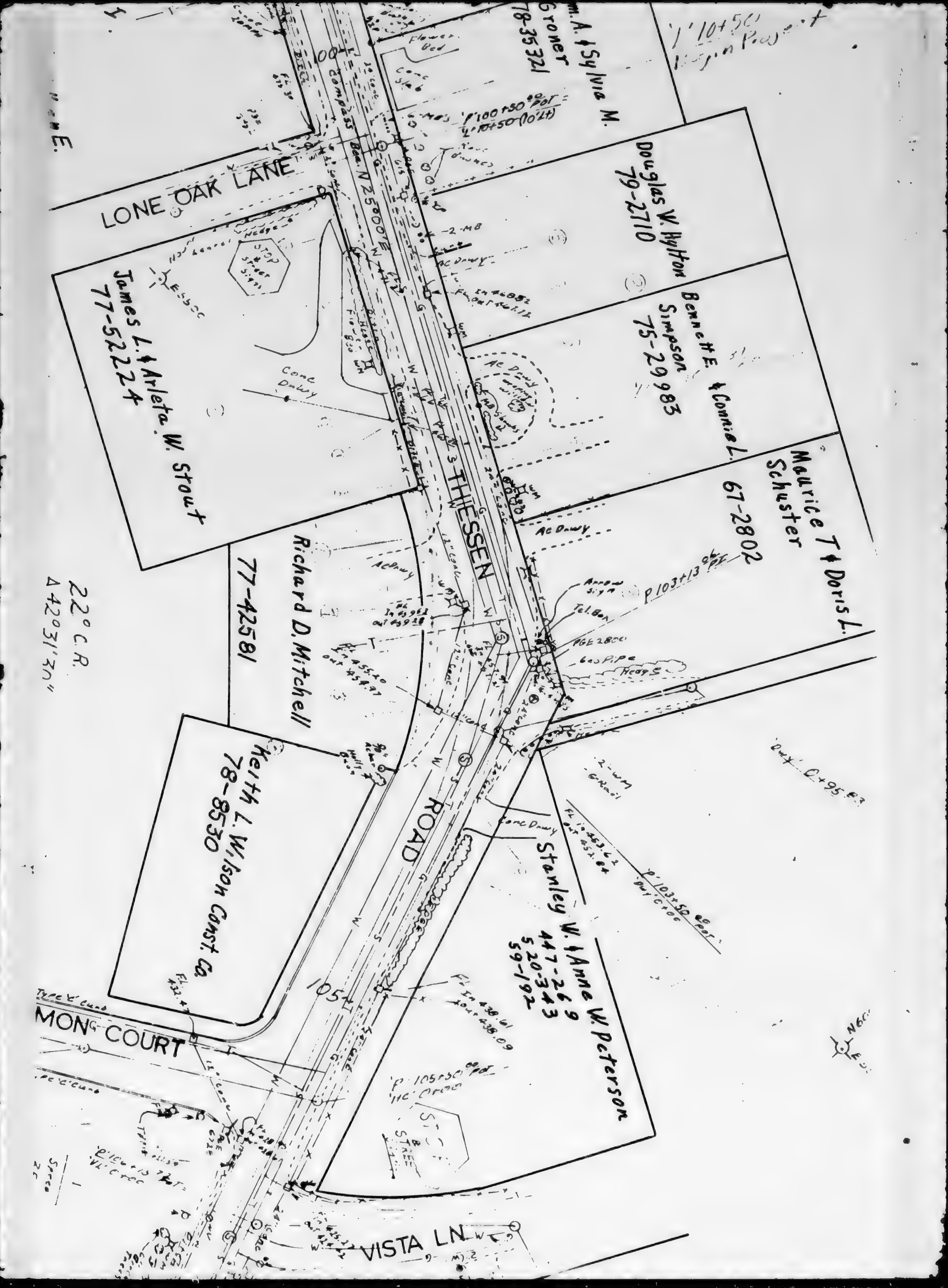
PREFIX 203-1903

QUANTITY SUMMARY & COST ESTIMATE

Date: May [illegible]

ec.	Item	Unit	Quantity	Unit Price	Amount	
	[illegible]					
	Pavement Striping		All	Lump Sum	[illegible]	
	[illegible]	Sq Ft	61	10.00	610	
	Sign Post - 4x4	[illegible]	123	1.00	[illegible]	
	[illegible]		2	[illegible]	400	[illegible]
	+20% Engineering & [illegible]		All	Lump Sum	[illegible]	
				Total	[illegible]	


LONE OAK LANE
THIESSEN
ROAD
RMONᵉ COURT
...rick Lee ...ones 78-10646
Wm. A. & Sylvia M. Groner 78-35321
Douglas W. Hylton 79-2710
Bennett E. & Connie L. Simpson 75-29983
Maurice T & Doris L. Schuster 67-2802
James L. & Arleta W. Stout 77-52224
Richard D. Mitchell 77-42581
Keith L. Wilson Const. Co. 78-8530
Stanley W. & Anne W. Peter...
447-269
520-343
59-192
Parcel I
22° C.R.
Δ 42°31'30"
P 100+50.00 POT
L' 10+50 (10' Lt)
P 103+13.96 P.T.
P' 103+50.00 POT
L' 10+50 Begin Proj.
10+00
100
105
Bea. N 25°00' E
Compass
Flower Bed
Conc Slab
2-MB's
Conc Dwy
AC Dwy
Stop Street Sign
Hedge
Arrow Sign
Tel. Box
PGE 2800
Gas Pipe
Hedge
Conc Dwy
Dwy C+95
Type 'A' Curb



Wm. A. & Sylvia M. Groner
78-35321
1' 10+50 Begin Project
Flower Bed
Conc Slab
P 100+30 POT
104
Compass
N25°00'E
LONE OAK LANE
Douglas W. Hylton
79-2710
Bennett E. & Connie L. Simpson
75-29983
Maurice T & Doris L. Schuster
67-2802
James L. & Arleta W. Stout
77-52224
Stop & Street Sign
Hedge
Conc Dwy
AC Dwy
2-MB
THIESSEN
ROAD
P 103+13
Arrow Sign
Tel. Box
PGE 2800
Gas Pipe
Hedge
Richard D. Mitchell
77-42581
22° C.R.
Δ 42°31'30"
Keith L. Wilson Const. Co.
78-8530
2-WM
Conc Dwy
P 103+50 POT
Stanley W. & Anne W. Peterson
447-269
520-343
59-192
105
Type 'C' Curb
MON COURT
P 105+50 POT
Stop & Street
VISTA LN

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9277

FEDERAL AID PROJECT NO. IX-9698(1)

STATE PROJECT NO. See below

COUNTY NAME Clackamas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: 2-8-79

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90043

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Copies to
Gifford
Location
Trout
M. Klotz
J. Rose
G. Zehner ✓
G. Potter

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-8-~~78~~ 79

FEDERAL ROUTE NUMBER FAU 9698

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Hill Road - Vista Lane Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 21, 1978, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2. You are now authorized to proceed with all phases of preliminary engineering with a TEC of $3,000 with federal funds limited to $2,550. (PR-370 dtd. 2-8-79)

✓

DATE 2-8-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7079 B

January 5, 1979

Clackamas County
Public Works Dept.
902 Abernathy Rd.
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6527

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Hill Road-Vista Lane Section of Thiessen Road (FAU 9698) in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

FA1x

December 14, 1978

Clackamas County
902 Abernathy Road
Oregon City, Oregon 97045

Attn: Mr. John C. McIntyre
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Hill Road-Vista Lane Section of Thiessen Road Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$3,000.00
Federal Funds	2,550.00
Balance	$ 450.00
Local Share:	
$450.00	

Please make your check in the amount of $450.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

GFZ:dmc

bc w/AD#556" Vern Skoog-Please return completed AD#556 when check is received.
Region 1 Federal Aid Engineer

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90043
Project No. IX-9698(1)
Hill Road-Vista Lane Section
Clackamas County

Attached is support data consisting of PR-1 form and project maps.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $3,000 with obligation of Federal funds of $2,550.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work and archeological salvage.

These requests are based on Governor Straub's letter dated October 25, 1978, to Mr. G. L. Green, Division Administrator.

DRH:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

November 21, 1978

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 Co. Rd., Hill Road to Vista Lane 65		9,100	-- (66) (70)	(71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	28 Preliminary Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX- 23	7 9698 (1

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Interstate Substitutions General	Clackamas	005 (14)

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
17-31 Portland	U	9698 (32)	Co. Rd. (36)	(37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.19	3,000	2,550	---	450
5					**ROW**							
5					**CONST** (CODE)		"Hill Road-Vista Lane Section"		(36,000)			

ESTIMATED PROJECT COST BY PHASES

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH		0.19	3,000	2,550	---	450
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS	

over

Budget Bureau No. 41-R2067; Approval Expires February .

U.S. DEPARTMENT OF COMMERC
BUREAU OF PU LIC ROA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

TRANSACTION NO.

MITTED TO W.O.

November 21, 1978

EPORT NUMBER (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Hill Road to Vista Lane 65	ADT	PRESENT 9,100	FUTURE (66) (70) --	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41	APPN CODE (4) (9) 823	ITEM NO. (14) 900

ARACTER OF PROPOSED WORK (35 typewriter aces) Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23 IX- · NUMBER 7 13 9698 · SEQ. NO. (1) · I Projects Only: POST MI. (24) (26) · DES.

ASS OF FEDERAL FUNDS: Interstate Substitutions General

COUNTY NAME: Clackamas · CODE 005 (14) (16)

PROGRAM STAGE ☐ 1 OR ☐

ME OF URBAN AREA: -31 Portland

ROUTE NO. U · FEDERAL-AID 9698 (32) · STATE Co. Rd. (36) (37) · U.S. -- (41)

(15)	CHANGE CODE (16	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS 85% (67) (76)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
				PE			0.19	3,000	2,550	---	450	
				ROW								
				CONST (CODE)		"Hill Road-Vista Lane Section"		(36,000)				ROW-40' min.; Access Control-none Parking Restriction None.
ODE	PREPARED BY DRH					PROJECT TOTALS	0.19	3,000 (16) (23)	2,550 (24) (33)	---	450	

14 PROGRAM APPROVAL DATES 10-18-78

REMARKS

over

HILL ROAD-VISTA LANE SECTION
PROJECT NO. IX-9698(1)

Existing Facility: Bituminous surfaced 2-10 ft. travel lanes with shoulders varying from 2 ft. to 6 ft.

Adjacent Sections: Same as Existing Facility.

Project Data: Work under this project consists of all phases of preliminary engineering including utility preparatory work and archeological salvage for future curve realignment requiring grade, drain and high-type surfacing to accommodate 2-12 ft. travel lanes with 4-ft. paved shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Right-of-Way: No additional required.

FHPM 7-7-2 Requirements: Nonmajor action project under par. 10e.

FHPM 4-1-4 Requirements:
a) State Clearinghouse--A-95 review exempt under working agreements.
b) District 2 Clearinghouse--A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:
a) Public Hearings--None required under Oregon Action Plan.
b) Location/Design--Not a factor in the development of this project.

Date for PR-37:		
	Field Work	$2,250
	PS&E Prep.	750
	Total	$3,000

NOTE: 1) This project is in Congressional District No. 3
2) Included in CRAG FY 79 TIP/AE on page 134, line 316.

B

November 16, 1973

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the November 28 meeting will be nine requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone submitted three requests. 1) A $127,500 project to widen and improve a 0.76 mile segment of Webster Road, 2) a $50,000 project to signalize the intersection of S.E. 82nd Drive and Oatfield Road, and 3) a $12,000 project to widen Webster Road at Swanson Loop for transit vehicles and riders, have been requested.

Two requests were received from Milwaukie. One is for a $117,000 project to widen and channelize the intersection of Harrison Avenue and 32nd Avenue and install traffic signals, the other is for a $110,000 project to realign 34th Avenue and Oatfield Road at Lake Road and signalize the intersection.

Portland is requesting a $453,200 project consisting of a series of small projects, mainly at intersections, on a 4.55 mile segment of S.E. Division Street.

Clackamas County submitted two requests. One is for a $39,000 project to widen the existing roadway and realign curves on Thiessen Road, the other is for a $62,000 project to widen both sides of Jennings Avenue to accommodate pedestrian and bicycle traffic.

The request from Washington County is for a $1,500,000 project to straighten the Tualatin Valley Highway between S.W. 182nd Avenue and S.W. 187th Avenue, and install an eight-phase signal at the intersection of Tualatin Valley Highway and S. W. 135th Avenue.

Interstate Transfer funds for these projects are estimated at $2,086,495, with Local Government providing all of the required $368,205 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Rothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

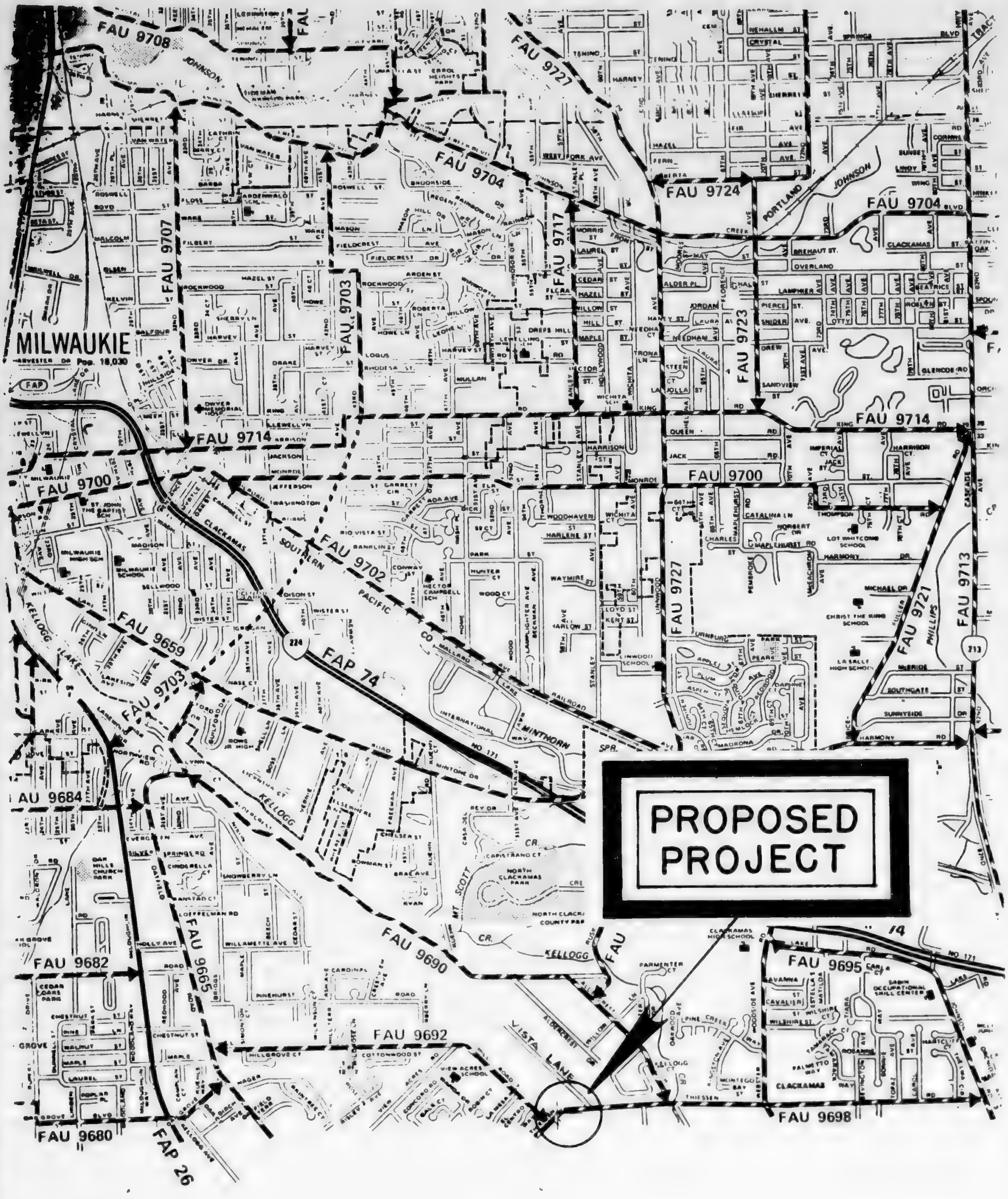
CLACKAMAS COUNTY
Proposed Interstate Transfer Project

Hill Road - Vista Lane Section
Thiessen Road, FAU 9698
Grade, Pave, Sign and Stripe
0.19 miles
$39,000

This project consists of widening the existing roadway to accommodate two 12-foot travel lanes with 4-foot paved shoulders and realigning curves to reduce the degree of curvature and modify the superelevation.

State will perform the preliminary and construction engineering.

78-h
11-15-78


PROPOSED PROJECT
MILWAUKIE
Pop. 18,030
FAU 9708
FAU 9727
FAU 9704
FAU 9724
FAU 9707
FAU 9703
FAU 9717
FAU 9723
FAU 9714
FAU 9700
FAU 9702
FAU 9659
FAU 9721
FAU 9713
FAP 74
FAU 9684
FAU 9682
FAU 9665
FAU 9690
FAU 9692
FAU 9695
FAU 9698
FAU 9680
FAP 26
JOHNSON
CLACKAMAS
SOUTHERN PACIFIC CO RAILROAD
KELLOGG
LAKE
VISTA LANE
PHILLIPS
MT SCOTT CR.
NORTH CLACKAMAS PARK
224
213

October 25, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N.E.
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate Transfer funds for a highway project in the Portland area. Funds for this project are available from the withdrawal of the Mount Hood Freeway from the Interstate Highway System under Section 103(e) (4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Federal Funds	Local Matching Funds
Hill Rd. - Vista Lane Thiessen Road	P.E. and Constr.	$33,000	$6,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

RWS:pf
Enclosures

cc: Columbia Region Association
of Governments

STATE OF OREGON **INTEROFFICE MEMO**

Technical Services
DEPT.

238-8231
TELEPHONE

TO: D. H. MOEHRING
Project Management
Attn: D. E. Swan

DATE: October 13, 1978

FROM: MAX J. KLOTZ
Technical Services Engineer

SUBJECT: Hill Road - Vista Lane
Thiessen Road (FAU 9698)
Clackamas County
Planning File 78-100

to Terpin
10-18-78

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, and federal aid project request. This project is covered by the statewide assessment.

This is an e(4) project. This is included in the Gladstone-Milwaukie Subarea TSM project listed in the CRAG TIP.

Please program $3,000 for preliminary engineering at this time.

Attachments

pq

cc F. E. Terpin
Technical Services (8)

ok/2

81-125-1387

Project Hill Road - Vista Lane, S.E. Thiessen Road (FAU 9698)

Agency Clackamas Co. Date 10-12-78

Type of Project Curve Realignment

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(X)	( )	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design	( )	( )	( )
Signal Design	( )	( )	( )
Final Design and Specs	(X)	( )	( )
Acquire R/W	( )	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	( )	(X)	( )
Action Plan Requirements		(X)	

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	(X)
Maintenance After Completion - Roadway	( )	(X)	
Maintenance After Completion - Signals	( )	( )	
Power Consumption - Signals	( )	( )	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

Construction will be by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes (X) No ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

2/77

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Hill Road - Vista Lane **Date** 10/12/78

Highway Thiessen Road (FAU 9698) **County** Clackamas

Existing Facility

Access control? None parking restrictions? None
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas " "
Historical areas " "

Roadway: no. lanes 2 paved shoulders? Yes (2' - 6')
pavement width 21' - 32'

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

West end: 2 lanes, 21' total width of pavement
East end: 2 lanes, 32' total width of pavement

Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits

HRV0001

2

Form E-11 (Rev. 5-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-[illegible]0

AUTHORITY FOR SURVEY

tion Hill Road - Vista Lane

Highway Thiessen Road (FAU 9698)

County Clackamas

Date 10/11, 19 78

Authorization No. 1

Survey Prefix 203-1903 (Assigned by Salem office)

Description of termini, route, length, etc.: The project is for the correction of substandard curvature within the existing right-of-way beginning at the Hill Road and running to Vista Lane. The overall length of the project is 0.19 miles.

Proposed: Realign curvature and correct superelevation of substandard curvature. Widen roadbed section to accommodate 2-12 foot lanes and 4 foot shoulders.

Purpose of survey: State to perform the field survey, prepare plans, specifications and estimate of cost.

County to be responsible for citizens involvement, environmental documents and public hearings as required.

IX- 9698(1)
2-8-79

Funding E-4
Category 3 NM SW

		Estimate of Cost
Field Survey	(901)	$ 2,250
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	250
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 3,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Request made by:

K. D. LI[illegible]BOCKER, METRO Design Engineer

Recommended for Approval:

Max J. Klotz by

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E.

Location Engineer

Approved:

SP*23604-734

N

FEDERAL AID PROJECT REQUEST

Date June 1, 1978

Applicant Agency Clackamas County

Request for: Off-System_____, FAS-C_____, FAUS_____ Project e(4)

Federal Aid Route No. FAU 9698 Route Name Thiessen Road #22139

Project Name Thiessen Road Curve Realignment , Hill Road - Vista Lane

Project Length 1,000 ft. Project Location (Attach sketch map)

Project Description Curve realignment, within the existing right-of-way reducing the degree of curvature and modifing the superelevation. The roadway will be widened to accommodate two 12 ft travel lanes with 4 ft paved shoulders. The project will also include curb and inlet construction and tiling of open ditches on the south side.

Average Daily Traffic 9,085 11/77 Design Speed 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft Travel Lanes 2 Shoulders 2 ft to 6 ft

Medians None Parking No restriction

Sidewalks None

Remarks existing superelevation dose not conform to geometeric design

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 ft Travel Lanes 2 Shoulders 4 ft paved

Medians None Parking No restriction

Curbed along south shoulder Length Curb Radii_____

Sidewalk/Bikeway None

Remarks Modification to the existing drive way approaches will be required.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50ft e/o curve 40ft w/o curve Minimum 40 ft Maximum 60 ft

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes_____ No X

3. Will additional right-of-way be needed? Yes_____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes_____ No_____

Remarks_____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? In project

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N/A

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	BERNARD L. STRAIGHT - Traffic Engineer Office
2.	Environmental	BERNARD L. STRAIGHT - Traffic Engineer Office
3.	Public Hearing	BERNARD L. STRAIGHT - Traffic Engineer Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No__________

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 33,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Contingency	3,000.00
Preliminary engineering	3,000.00
PROJECT TOTAL	$ 39,000.00

Remarks This project is submitted as part of the total Transprotation System Management Program within the Gladstone-Milwaukie Subarea

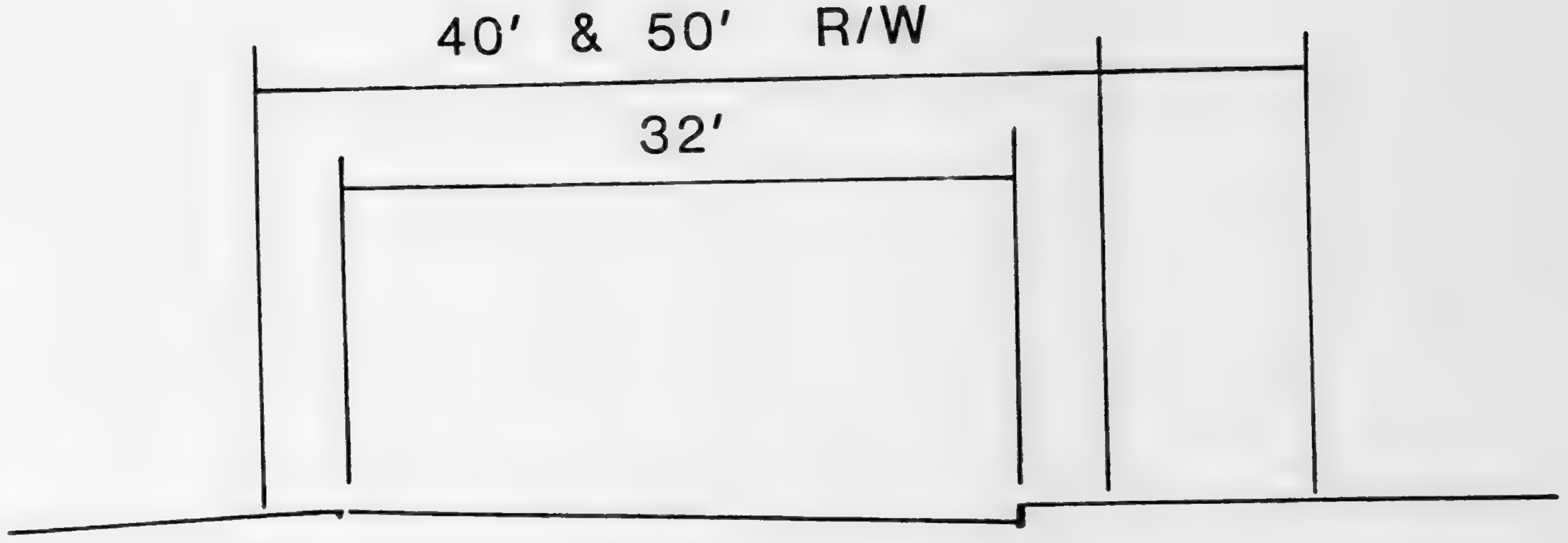
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Clackamas COUNTY

By__________ By Ralph Groener

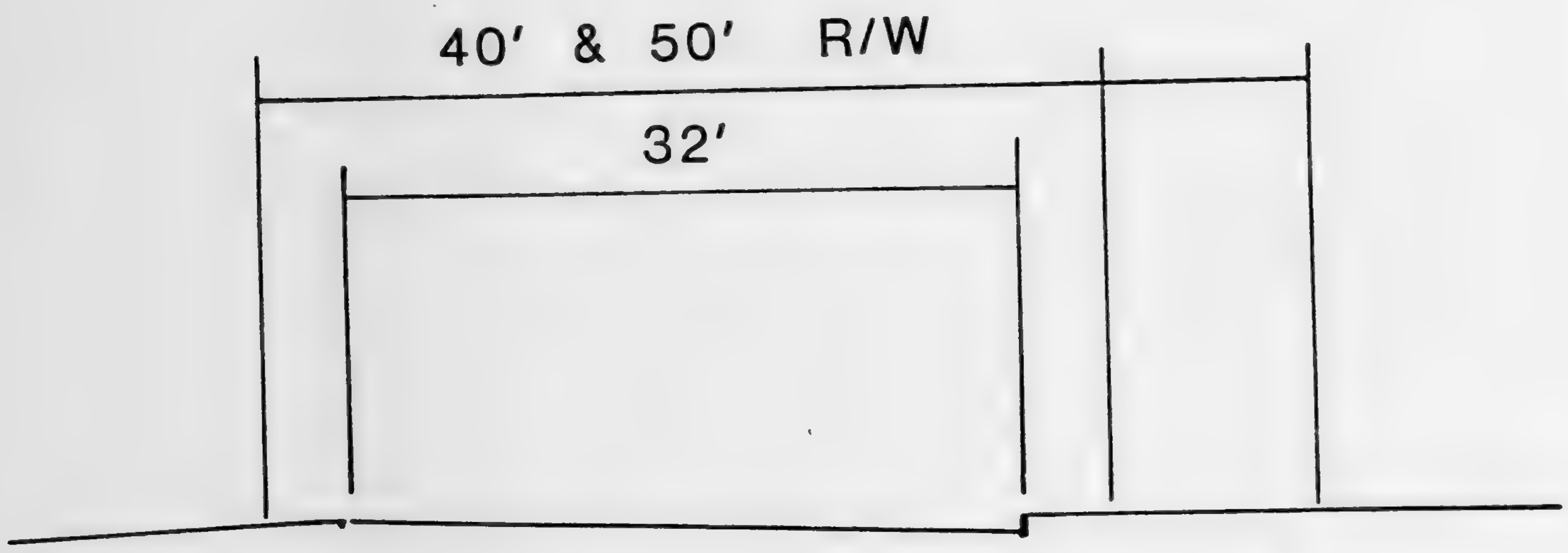
By__________ By

By Stan Skoko



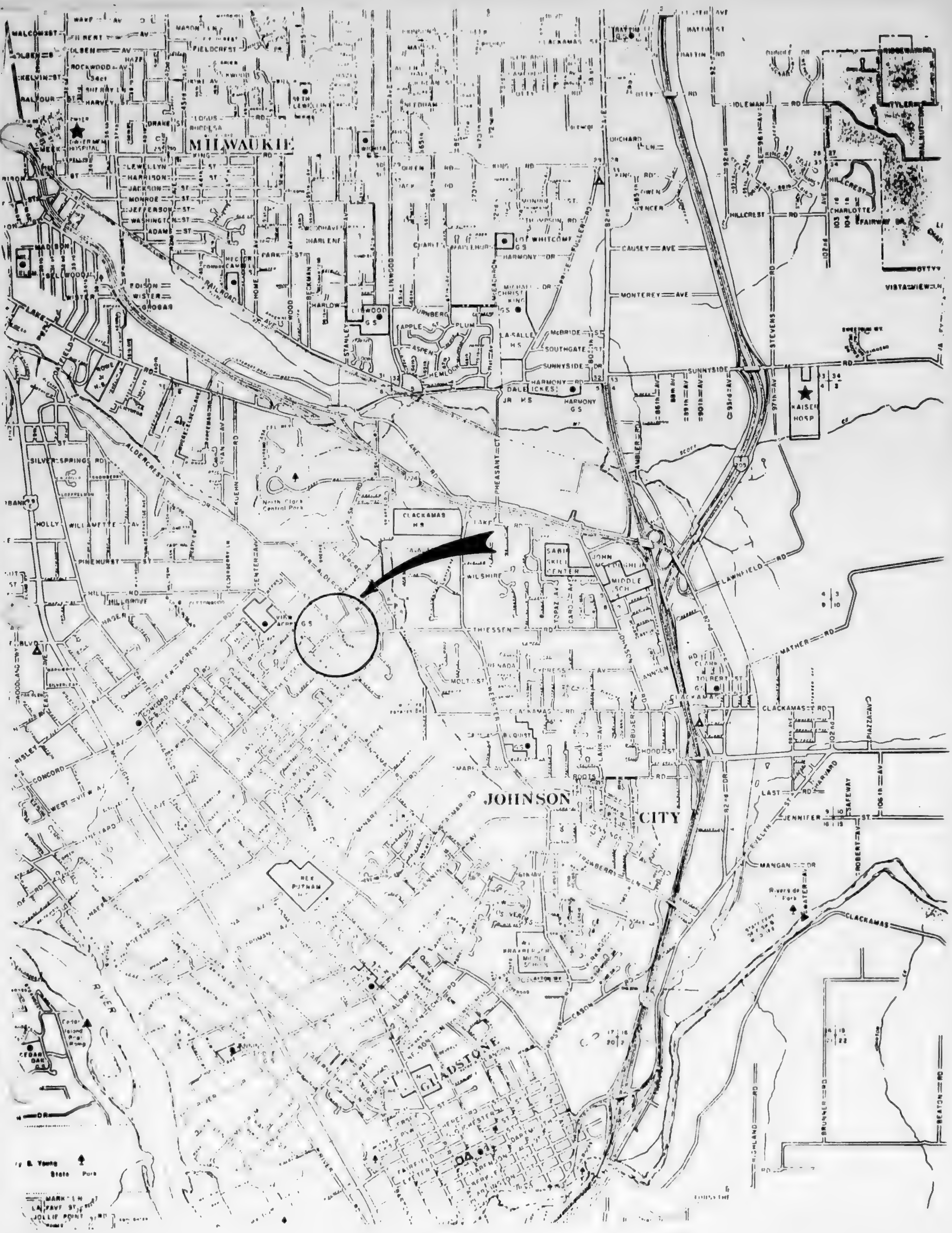
PROPOSED SECTION

THIESSEN ROAD



PROPOSED SECTION

THIESSEN ROAD


MILWAUKIE
HOSPITAL
RAILROAD
LINWOOD G S
WHITCOMB G S
HARMONY G S
DALE ICKES JR HS
LA SALLE HS
SUNNYSIDE RD
KAISER HOSP
North Clack Central Park
CLACKAMAS HS
SABIN SKILL CENTER
JOHN MCLOUGHLIN MIDDLE SCH
THIESSEN
LAKE RD
LAWNFIELD RD
MATHER RD
CLACKAMAS
JOHNSON CITY
REX PUTNAM
GLADSTONE
RIVER
CLACKAMAS
IDLEMAN RD
HILLCREST RD
CAUSEY AVE
MONTEREY AVE
VISTA VIEW
STEVENS
HIGHLAND RD
BRUNNER RD
BEATON RD
State Park

Sheets

thissen Rd Curve

IP2
FTL
IP
Curb
N

Adj - [illegible]

Sheet

HIGHWAY DIVISION

Proposed [illegible]

300' Leg.

[illegible]

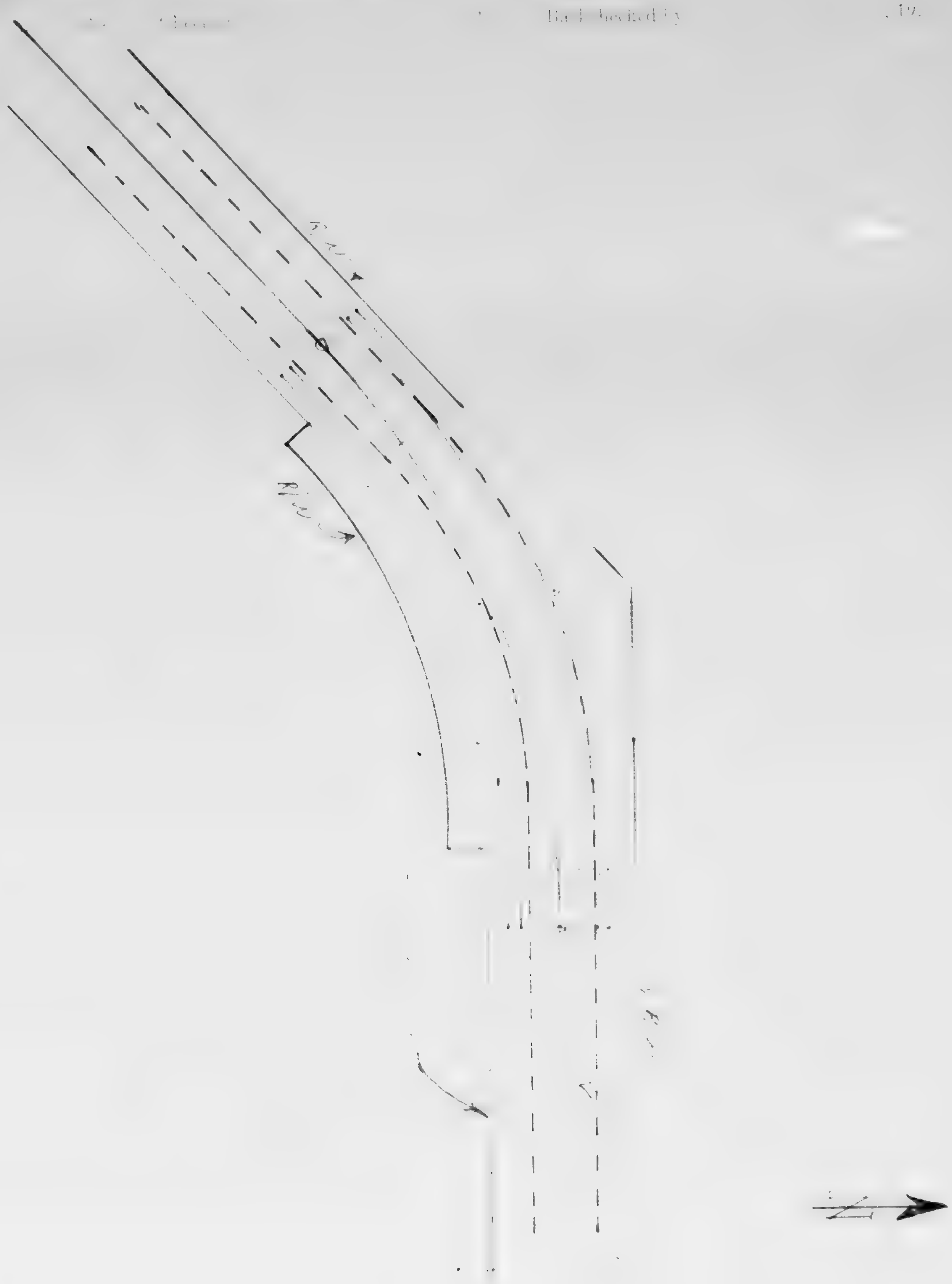
Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for THIESSON R[illegible] [illegible] [illegible]t.

Made by Checked Back checked by 19



1" = 30'

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Calculations of THIESSON ROAD CURVE REALIGNMENT

Made by W. C. 78 Checked by 19

PAVEMENT

32' wide [illegible]' long 16,000 [illegible]

A) 8" [illegible] 9,6[illegible] [illegible]
[illegible]

@ $15.00 = $ 7,710.

B) 4' [illegible]
9,861 [illegible] x 4 [illegible] 11,730.

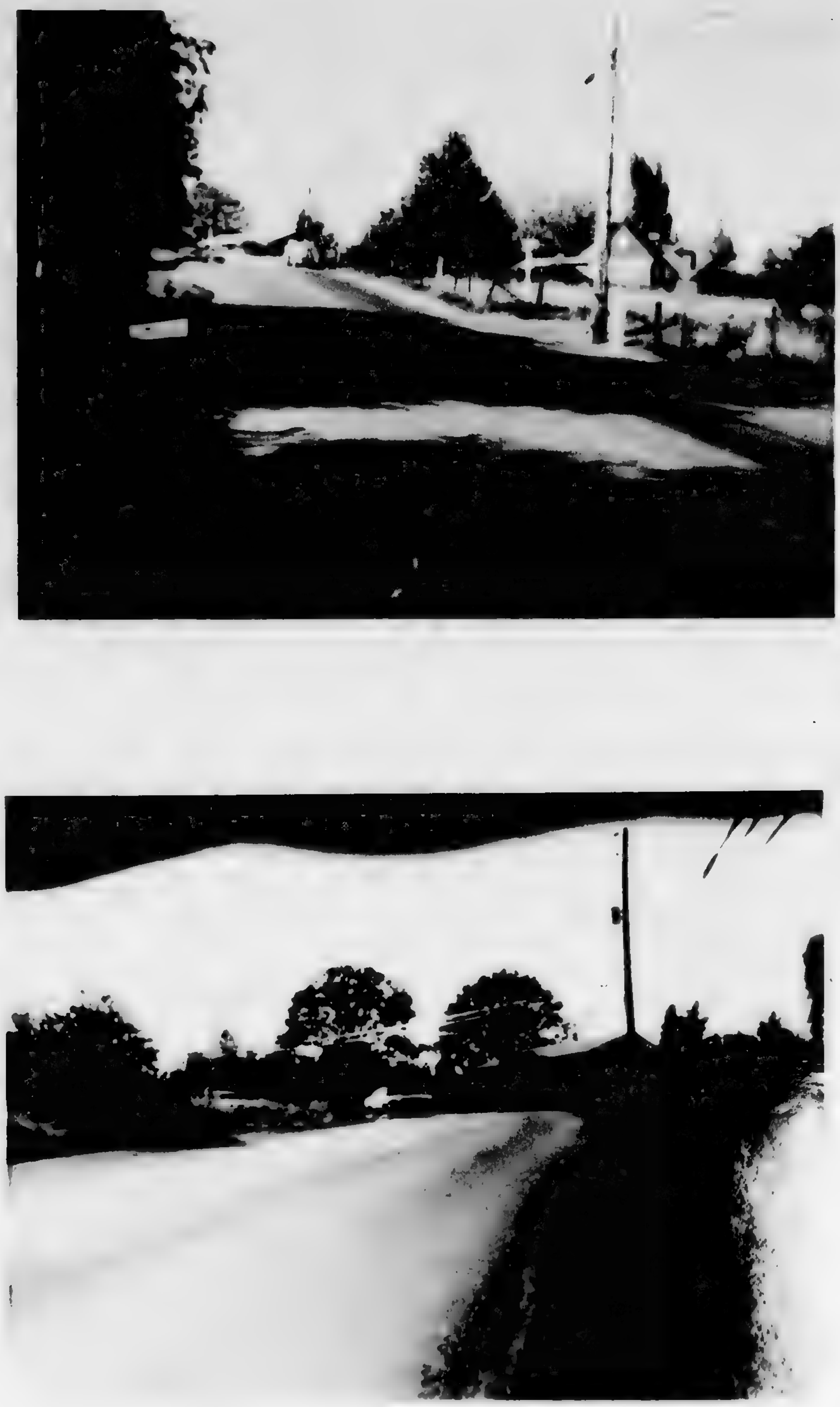
[illegible] 1200.

[illegible]

[illegible]

THIESSON ROAD LOOKING EAST.
TOWARD CURVE

THIESSON ROAD LOOKING EAST.



THIESSON AD
LOOKING WEST TOWARD CURVE

1980 S. Umpqua River (Shady) 9080
Br. Northbound, Pacific Hwy.
S. of Roseburg. (Deck repair)

#70[illegible]

STATE COPY

State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 4-15-81	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. I-IR-5-3(119)121
COMPLETION DATE 7/17/80	ACCEPTANCE DATE BY CONTRACT AGENCY 10-3-80	TIME ELAPSED 55 %	CONTRACT TIME 265 CD
APPROVED EXTENSIONS None	LOCATION I-5 Crossing of S. Umpqua River @ MP 121		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. UMPQUA RIVER (SHADY) BR. N.B.

Pacific Highway

Deck Repair

This project provided for the replacement of the deck and parapet rail with a high density P.C. concrete overlay along with appropriate detour and traffic control work. A contract in the amount of $545,015.00 was awarded Hamilton Construction Company on 2-5-80. Work began on 2-18-80 and was completed in reasonably close conformance with the approved plans and specifications on 7-17-80 at a final cost of $598,326.50 which includes $534,931.15 for original bid items, $4,631.62 for price agreement work, $1,808.69 for adjustment work, $5,947.53 for force account work, $413.64 for state force work, and $50,593.52 for construction engineering. A total of 150 c.d. was used as compared to the 265 c.d. specified.

There were no major significant overruns or underruns and all materials incorporated into the work were tested or inspected and found to be in reasonable close conformance with specification requirements.

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO
FOR
Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#9080

October 10, 1980

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CON 5
#9080

Gentlemen:

Contract No. 9080 awarded to Hamilton Construction Co. for deck repair on the South Umpqua River (Shady) Bridge, Northbound on the Pacific Highway in Douglas County was completed on August 27, 1980, and accepted by the State Highway Division on October 3, 1980.

Final payment in the amount of $1,093.98 will be released to the contractor after October 15, 1980. The total contract amount is $547,318.99 including $5,947.53 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
Alfred Shirley

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

Files

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8930	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 198

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

9080

1-5

ROAD DESIGN SECTION DES 16-1

Ron Busey
Resident Engineer

September 15, 1980

D N Stoudenmeyer

D. N. Stoudenmeyer
Design Engineer Supervisor

Narrative Report
S. Umpqua River (Shady) Bridge
Deck Repair
Pacific Highway
Douglas County

This is in reply to your narrative on the subject project and, more specifically, to your comments on traffic control.

It is now standard practice to provide a sequential arrow, which was not included on this project.

We were glad to hear that the revised temporary protection and direction of traffic plans worked with no apparent problems during the life of the project.

We are currently looking at ways to reduce the loss of temporary plastic safety markers and temporary cones when used at intervals for relatively long distances.

Thank you for the opportunity to review this.

DNS:ja

cc W. G. Beard

Narrative Report

Project: S. Umpqua River (Shady) Br., N. Bd.

Deck Repair
Contract Number 9080
Douglas County

Contractor: Hamilton Construction Company

Springfield, Oregon
Richard L. Gilliam, Project Superintendent

Date of Construction: February 18, 1980 through July 1980

Project Inspector: Raymond S. Cranston Tech I

REFERRED TO
2 [illegible]d 1 Stoudemoyer ✓
[illegible]
Watson
Erikson
Lau
Hager Dorn
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

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Al

I Temporary Illumination:

We requested a specification stating that the Temporary Illumination shall be in operation prior to any other activity on the project.

This was a worthy specification as it left little doubt as to the intent of Temporary Illumination being in operation prior to other activities. In the past the contractors would install the illumination at their leisure, simultaneous with other phases of work.

A. Problem Areas:

We specified a power source west of the northend of the southbound structure. The source turned out to be a High Voltage line and we could not utilize the source.

There was a misunderstanding between the Utility Company and our Utility Engineer, during the location phase of this project, concerning this power source. Anyway, we provided the contractor a power source from the south end of the southbound structure and compensated him through Extra Work Order Number Two for his costs.

II Temporary Protection and Direction of Traffic:

The Temporary Protection and Direction of Traffic plans for the project were revised by Price Agreement Number Two. The main revision was on the southerly end of the project. We revised the Signing, added the Sequential Arrow and 1000 ft. of taper with Temporary Plastic Safety Markers and Barricades. This change was for Phase II Construction.

There were no apparent problems during the life of the project with regards to the temporary traffic plans. We did experience a 50 percent overrun in Temporary Plastic Safety Markers. Much of the damage to the safety markers were by people who failed to read or adhere to construction signing. The majority of the travelling public, can and do, adhere to the temporary signing, however, every so often we would observe or see the end results of somebody who would fail to change lanes and they would be forced into the safety devices provided for the lane change. Also, I suspect we lost a few of the plastic safety markers from a few individuals who purposely ran over them.

III Bridge Reconstruction:

The main revisions to the Shady Bridge Structure No. 7713-C were:

A. Remove and reconstruct the bridge deck of the single truss span.

B. Place a dense concrete overlay on the concrete deck spans at each end of the structure.

C. Remove, salvage and reconstruct the bridge railing.

D. Adjust and reconstruct the bridge deck joints.

A 1. Remove and Reconstruct the Bridge Deck on the Steel Truss Span:

The existing bridge deck was bisected, with a concrete saw, longitudinally and transversely. These sawcuts were made logitudinally over the floor stringers, seven foot distant from centerline, and transversely at twenty foot intervals. At the conclusion of the sawcutting the contractor used a crane to pick each individual deck panel off of the stringers and placed them on a flatbed trailer for transporting away from project. This method proves to be very efficient and quick, with very little debris being allowed to fall into the river. This satisfys the specification requirement as well as the Fish & Game Management. Also, the deck panels can be used for various other purposes as reported by the contractor.

After the existing deck was removed, the falsework forms for the new deck was constructed. The contractor prepared the tops of the floor beams and stringers, and constructed "Nelson Shear Studs".

The reinforcment steel for the deck and parapet railing was specified as "Epoxy Coated". The epoxy coated re-bar was specified in the top mat and those bars that extended from the top mat. The epoxy material was supplied by the 3M Co., Scothkote 214 - Color - Brown.

The concrete in the deck was placed by a six inch concrete pump. The date was May 12, 1980. Weather was cloudy and overcast with temperature 50° - 60° F.

The deck placement was well organized and was completed without any problems. The deck rides very well with the deck profile being within the prescribed tolerance for smoothness. The anticipated camber diagram was ideal for the deck load. The profile, as I mentioned, is very smooth and very close to the calculated grades.

B 1. Dense Concrete Overlay:

The contractor of the project elected to place the "Iowa Method" for dense concrete overlay for each of the concrete spans, north and south of the steel truss span.

The project was awarded to the contractor in February of 1980. Due to the time of year and winter months, it was inevitable that the contractor would construct the "Steel Truss Deck" prior to the Dense Concrete Overlay.

During the period of constructing the truss deck, the contractor elected to perform all work necessary to complete, as much area as possible, the TypeII and TypeIII deck preparation. This proved to be beneficial to him inasmuch as he was successful in completing about 99 percent of the deck preparation in a period of time when he could not expect to be placing the dense concrete overlay. Therfore, when he did receive a break in the weather he performed the Class I deck preparation and he was ready for the overlay operations.

Again, this phase of construction was well organized as each contractor employee was assigned a task during the overlay, and each and everyone carried out their function which contributed to a project well done.

The overlay was placed June 9 through 12, 1980 with no problems encountered. The overlay areas were checked, prior to allowing traffic on the deck, and found to be very sound. The overlay finished product matches the profile grade as established.

C 1. Remove, Salvage and Reconstruct Bridge Railing:

The existing bridge railing consisted of steel railing constructed between concrete posts. This bridge railing was removed from each side of the entire structure. The steel rail members were salvaged and stockpiled, for O.S.H.D. Maintenance use, at the Brockway Maintenance yard.

The concrete posts, between each rail member, were removed by the use of a backhoe mounted Ho-Ram, and jackhammers. This was accomplished in a good workmanlike condition, with very little spalling and debris being allowed to fall to the ground or river.

The reconstruction of the Bridge Railing conforms to our Standard "G" Parapet Railing. The contractor used fabricated plywood forms. The finished product is above average for concrete finish, and grade lines.

D 1. Adjust and Reconstruct Bridge Expansion Devices:

The existing finger plate joint was raised to match the two inch overlay of the concrete span, near Pier 1.

The contractor elected to raise the finger plate to grade by the optional method, as detailed on drawing number 35001, of the plans. The contractor modified the drawings by furnishing a continuous finger plate. The existing finger plate was used to make a template. This template was then used to fabricate a new finger plate conforming to the existing. The new finger plate was fabricated from a plate steel $1\frac{3}{4}$ inch by 15 inches by the length of the joint. This plate was flame cut by a computerized machine which was programmed by the template formed from the existing finger plate. This method proved to be ideal as the joint rides very good and the fingers match good.

The contractor made a transverse joint for the overlay material approximately one foot distant from the finger plate at Pier 1. This area, between the finger plate and overlay, was then filled with an epoxy grout (Nicklepoxy). Also, the steel span deck was not placed adjacent to the finger plate, as the finger plate was not constructed prior to deck placement on the steel span. Therefore this area was also filled with epoxy grout.

The bridge joint at Pier 2 was constructed as per the plans with one exception. We specified $\frac{3}{8}$" x $2\frac{1}{2}$" x $2\frac{1}{2}$" plate washers for the anchor bolts of the Type III joint. In as much as this joint was spalled extensively, I requested the contractor to furnish a continuouos plate to replace the square washers as specified. The damaged areas were repaired by grout prior to installing the joint material. The continuous plate should provide stability to an area that is relatively weak.

IV Conclusion:

I feel we received a product from the contractor that is superior to most. The concrete decks were constructed during ideal weather conditions, the mix was monitored closely throughout, the contractor was well organized during all phases of the project and his employees worked very hard to ensure that we received a product that we would accept and they would be proud of. The end results speaks well of the contractor and his regards towards our inspector and myself.

Alva D. Vohland
Asst. Res. Engr.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: S. Umpqua River (Shady) Bridge
Highway: Pacific
County: Douglas

Contract No. 9080
Prefix: 610-1095
F.A. No. I-IR-5-3(119)121

Item#	Item	Unit	Original	Semi-Final	%(+ or -)
	Bid Items	$	545,015	533,837	-2
	Anticipated Items	$	20,500	5,955	-71
	Contingencies	$	25,448	9,179	-64
	Engineering	$	50,896	50,000	-2
	Totals	$	641,860	600,332	-7

All substantial variances evaluated and only those which affected the overall project cost are listed below.

B.I.#24	Class 2 Preparation	sq. yd.	225	102	-55

Class 2 Preparation performed as per project plans, original authorization was overestimated.

EWO#3	Class 3 Preparation	$	3,305	1,275	-61

Class 3 Preparation performed as per project plans, original authorization was overestimated.

SFO#2	Railroad Protective Costs	$	15,500	1,853	-88

Railroad protected as needed, contractor scheduled work over railroad to minimize protective services.

9080

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S Umpqua River (Shady) Bridge N BD

WEEK ENDING: July 19, 1980

SECTION PREFIX: 610-1095-900

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: S Umpqua River (Shady) Bridge

KIND OF WORK: Deck Repair

CONTRACTOR: Hamilton Construction Company

CONTRACT NUMBER: 9080

FEDERAL AID PROJECT NUMBER: I-IR-5-3(119)121

DATE OF CONTRACT: February 5, 1980

DATE WORK STARTED: February 18, 1980

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS A-175 B-265

CALENDAR DAYS USED 150

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: A - 74% B - 57%

PROJECT AUTHORIZATION: $ 641,859.53

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 590,963.00

ENGINEERING AUTHORIZATION: $ 50,896.53

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 550,710.00

This week ENGINEERING COST TO DATE: $ 40,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.8

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 6.8 %

PERCENT OF AUTHORIZATION . . . . . . 79 %

DATE PROJECT WAS COMPLETED: 7-17-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Flatbed truck 1 - Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Sunny	1		
MONDAY	Sunny	1		
TUESDAY	Sunny	1		
WEDNESDAY	Sunny	1		
THURSDAY	Sunny	1		
FRIDAY	Prtly cloudy	0		
SATURDAY	Sunny	0		

RECEIVED
JUL 22 1980
CONSTRUCTION
BRANCH

Richards
Gebauer
Church
Johnson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	Subcontractor removed illumination poles from project and placed in Brockway Maintenance Yard.
THURSDAY	Final clean-up of project completed.
FRIDAY	
SATURDAY	

REMARKS

This will be the final weekly report.
Semi-final data should be complete and submitted by 8-1-80.

Mileage - 5,762

SIGNED ______ LOCATION Roseburg
Ass't Res Engr

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9080

STATE COPY OMB No. 04-R2089

L

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
3 90

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

3/5/80

ate Oregon
County Douglas
Project No. I-IR-5-3(119)121

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Umpqua River (Shady) Bridge N. Bnd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	.185

OTHER *(Specify)*

FUNDS PRO RATA 92.22%; 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 533,052.00 042	$ 491,580.00
$ 103,699.00 044	$ 91,410.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

C-File

Oregon State Highway Division
Salem, Oregon, February 12, 1980

Federal-Aid Project
No. IR-I-5-3(119)121

S. UMPQUA RIVER (SHADY) BRIDGE N. BND.
PACIFIC HIGHWAY
DOUGLAS COUNTY

Project Agreement Estimate.

Type Code X332 (Appn. 042)
Structure, Br. #7713C (Sta. 2734+34 to Sta. 2744+09)

Mobilization	All Required (72%)		$ 36,000.00
Temporary Protection and Direction of Traffic	All Required (72%)		8,640.00
Temporary Signs	248 sq.ft.	10.00	2,480.00
Temporary Barricades	4 each	100.00	400.00
Temporary Concrete Barriers, Reflectorized	1,155 lin.ft.	2.00	2,310.00
Moving Temporary Concrete Barriers	1,225 lin.ft.	12.00	14,700.00
Temporary Modified Concrete Barriers, Reflectorized	1,350 lin.ft.	9.00	12,150.00
Temporary Plastic Safety Markers	58 each	85.00	4,930.00
Flagmen	290 hour	20.00	5,800.00
Sequential Arrow Signs	2 each	3,000.00	6,000.00
Temporary Illumination	All Required (72%)		26,640.00
Miscellaneous Construction	All Required (72%)		7,200.00
Bridge Removal Work, Concrete Spans	All Required		55,000.00
Bridge Removal Work, Steel Span	All Required (70%)		24,500.00
Structural Concrete in Railing, Concrete Spans	All Required		35,000.00
Structural Concrete in Railing, Steel Span	All Required (70%)		12,600.00
Structural Concrete, Class 4500	All Required (70%)		39,200.00
Expansion Joint, Type 2	All Required		3,500.00
Reinforcement, Concrete Spans	All Required		9,000.00
Reinforcement, Steel Span	All Required (70%)		20,300.00
Coated Reinforcement	All Required		22,000.00
Structural Steel	All Required (70%)		7,000.00
Class 1 Preparation	2,230 sq.yd.	8.00	17,840.00
Class 2 Preparation	225 sq.yd.	90.00	20,250.00
Concrete Resurfacing	2,230 sq.yd.	27.00	60,210.00
			$453,650.00

Anticipated Items

Railroad Protective Cost	All Required	$ 15,000.00
Permanent Pavement Striping	All Required	600.00
Remove Striping (Exist. & Temp.)	All Required	400.00
		$ 16,000.00
	Subtotal	$469,650.00
	Engineering	63,402.00
	Total	$533,052.00

Type Code X332 (Appn. 044)
Structure, Br. #7713C (Sta. 2734+34 to Sta. 2744+09)

Mobilization	All Required (28%)		$ 14,000.00
Temporary Protection and Direction of Traffic	All Required (28%)		3,360.00
Temporary Signs	96 sq.ft.	10.00	960.00
Temporary Barricades	1 each	100.00	100.00
Temporary Concrete Barriers, Reflectorized	445 lin.ft.	2.00	890.00
Moving Temporary Concrete Barriers	475 lin.ft.	12.00	5,700.00
Temporary Modified Concrete Barriers, Reflectorized	525 lin.ft.	9.00	4,725.00
Temporary Plastic Safety Markers	22 each	85.00	1,870.00
Flagmen	110 hour	20.00	2,200.00
Temporary Illumination	All Required (28%)		10,360.00
Miscellaneous Construction	All Required (28%)		2,800.00
Bridge Removal Work, Steel Span	All Required (30%)		10,500.00
Structural Concrete in Railing, Steel Span	All Required (30%)		5,400.00
Structural Concrete, Class 4500	All Required (30%)		16,800.00
Reinforcement, Steel Span	All Required (30%)		8,700.00
Structural Steel	All Required (30%)		3,000.00
	Subtotal		$ 91,365.00
	Engineering		12,334.00
	Total		$103,699.00

Length of Structure - - - 0.185 mi.

Oregon State Highway Division
Salem, Oregon, February 12, 1980

Federal-Aid Project
No. IR-I-5-3(119)121

Work Retained in Program Status
(Not included in amounts below.)

Class 3 Deck Preparation	All Required	$ 4,000.00

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
Structure (I, Appn. 042, 92.22%)	$533,052	$491,580	$41,472
Structure (IR, Appn. 044, 88.15%)	103,699	91,410	12,289
Total	$636,751	$582,990	$53,761

Group 1 - 83%; Group 2 - 17%

Contract No. 9080
Prefix 610-1935
Prefix 610-1095

40-0

B

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-IR-5-3(119)121

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 2.

PROGRAM NO.

ITEM NO. 00019

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

1-25

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/B | D/R | Sign | Act | File

DATE PS&E APPROVED 1-3-80

DATE AUTHORIZATION EFFECTIVE 1-3-80

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
South Umpqua River (Shady) Bridge - Northbound

GENERAL DESCRIPTION OF WORK:
Bridge Restoration and Rehabilitation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

R.R. Protective Services	$15,000
Permanent Pave. Striping	600
Remove Striping	400

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $863,314 - Federal Funds $790,309.

A signed copy of the Title Sheet is returned herewith.

DATE 1-21-80

SIGNATURE OF APPROVING OFFICIAL G. K. H

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-018

7080

N. Bend

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 21, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. I-IR-5-3(119)121 Highway No. 1 State

Federal-aid Project Name S. Umpqua River (Shady) Bridge, N. Bend

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
BR 7713C

November 29, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St. NE
Salem OR 97301

Deck Reconstruction-Northbound Structure
Shady (S. Umpqua River) Bridge
Pacific Highway
Bridge 7713C

Plans for the subject project call for removal and replacement of the substandard existing handrail.

The existing rail panels are to be salvaged by the contractor and become the property of the State. This rail consists of "picket fence" type rail panels between concrete posts.

It is felt that these are of no value to anyone but the State maintenance forces, except as scrap metal. The scrap value will be offset by the cost to the State to clean and store the panels.

Your concurrence is requested that the rail elements become the property of the State without any transfer of funds for salvage.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
Alfred Shirley

RECEIVED
TECHNICAL SERVICES
NOV 30 '79
REFER TO
FOR

Info	Inves	R/D	D/R	[illegible]	Act	File

Form 734-3122

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
BR 7713C

Your File
HBR-OR

July 20, 1979

RECEIVED
TECHNICAL SERVICES
JUL 23 '79
REFER TO
FOR

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St N.E.
Salem OR 97301

Deck Reconstruction-Northbound Structure
Shady (S. Umpqua River) Bridge
Pacific Highway
Bridge 7713C

Our current plan for the subject project calls for complete deck replacement on the steel truss span and a structural overlay on the concrete approach spans. The up-to-date total estimated cost of $748,000, including an allowance for engineering and contingencies. Attached prints of drawings 34569 and 34570 show the extent and cross sections of the work.

The similarity of section and condition of deck with Winchester Northbound, Bridge 7663C, now under contract, has led to this proposal which is essentially the same plan adapted to the Shady Bridge.

Your attention is called to our previous submittal dated August 2, 1976, in which we reported field investigations for both of these structures. These field tests were made at my request (letter dated December 24, 1975). The condition of the Shady Bridge deck has continued to deteriorate and requires spot patching on an almost monthly basis.

Our investigations have led us to the conclusion that a Portland Cement Concrete resurfacing would be adequate for the deck reconstruction on the approach spans. The maximum chloride ion content discovered as 1.47 lbs/cu. yd. This amount is below the maximum contamination level that can be covered with an overlay.

The same widening possibilities which were considered for the Winchester Bridge apply to the Shady structure, leading to the same conclusion of questionable structural integrity. The same method for determining the split of FAI and RRR funding that was agreed upon for Winchester is proposed for the Shady

Form 734-3122

project. The estimated funding distribution is FAI - $623,000 and RRR - $125,000. An attachment, labeled Attachment A, sets forth the details of the method for determination of the actual FAI and RRR project costs.

In consideration of the above discussion and the attached information, we request your approval of the amount and character of the work and the method for the determination of the funding split. An early reply would be appreciated.

Walter J. Hart
Bridge Engineer

Attachment

cc E. S. Hunter /w/ attachments
D. H. Moehring /w/ attachments
Alfred Shirley /w/ attachments

July 20, 1979
Deck Reconstruction - Northbound Structure
Shady (S. Umpqua River) Bridge
Pacific Highway
Bridge 7713C

ATTACHMENT A

METHOD FOR DETERMINATION OF FAI-RRR FUNDING SPLIT

The basic concept of the funding split is that the FAI funding be the amount that the project would have cost had it been completely a combination structural deck overlay and substandard rail replacement project. The proposed detailed method for determination of the funding split consists of the following categories of calculations:

CATEGORY I - Summation of items which are 100% FAI funding.

1. Rail removal (concrete spans)
2. Structural concrete in Type G rail (concrete spans)
3. Metal reinforcing in Type G rail (concrete spans)
4. Class I Preparation for dense concrete overlay
5. Class II Preparation for dense concrete overlay
6. Furnish and place dense concrete overlay
7. Expansion joints
8. Railroad protection
9. Metal reinforcing - epoxy coated

CATEGORY II - Calculated FAI funding for the steel span work.

1. $\frac{\text{Length of steel spans}}{\text{Length of concrete spans}}$ x Cost summation of Items 1-3 in CATEGORY I
2. $\frac{\text{Sq. Yds. of steel span deck}}{\text{Sq. Yds. of concrete span deck}}$ x Cost summation of Items 4-6 in CATEGORY I

CATEGORY III - Calculated RRR funding for steel span work.

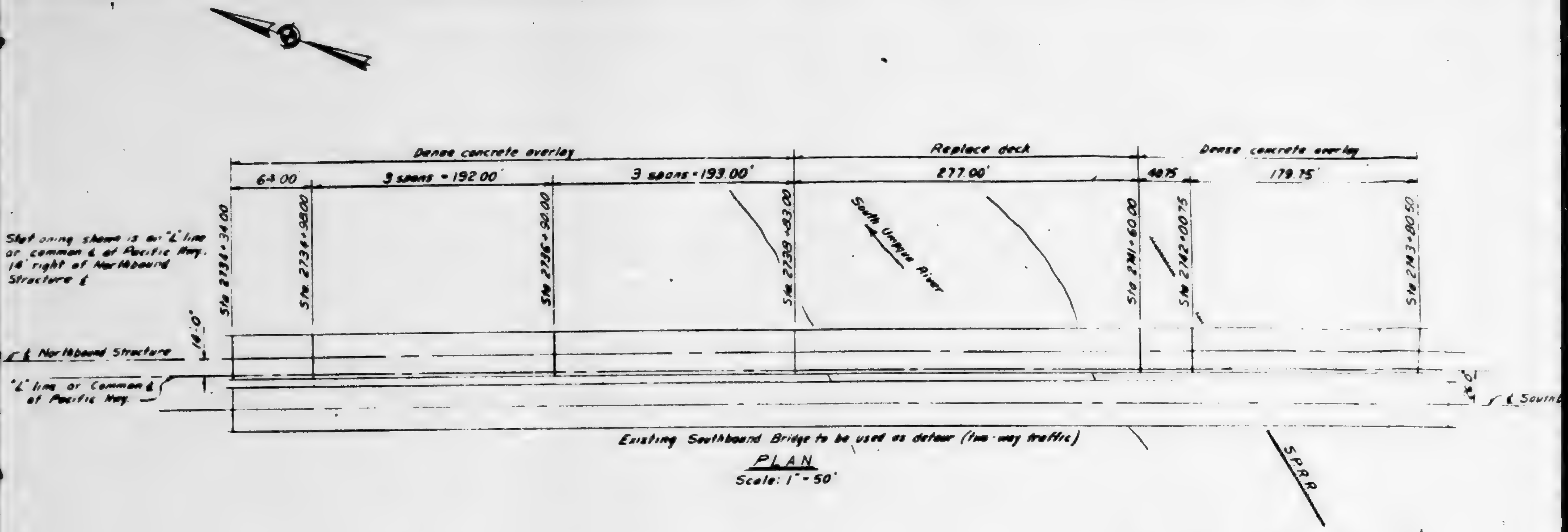
Subtract the total FAI funding calculated under CATEGORY II from the summation of the following steel span items.

1. Structural concrete (steel spans deck and rail)
2. Metal reinforcement (steel spans deck and rail)
3. Concrete deck and rail removal (steel spans)
4. Furnish and place shear studs (steel spans)

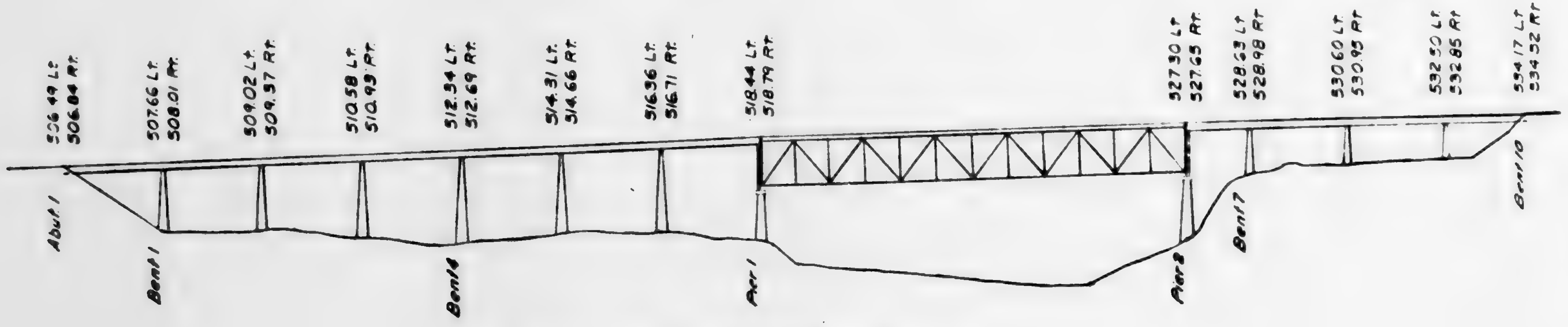
CATEGORY IV - To obtain the FAI funding in this category, apply the percent of FAI funding to total funding (determined in CATEGORIES I through III) to the following items.

1. Temporary protection and direction to traffic.
2. Temporary illumination
3. All roadwork items
4. Mobilization
5. Engineering

It is possible that the above description will not cover all project costs. In this event, the basic concept stated above would apply.


Dense concrete overlay
Replace deck
Dense concrete overlay
64.00
3 spans - 192.00'
3 spans - 193.00'
277.00'
40.75
179.75'
Sta 2734+34.00
Sta 2734+98.00
Sta 2736+90.00
Sta 2738+83.00
Sta 2741+60.00
Sta 2742+00.75
Sta 2743+80.50
Stationing shown is on "L" line or common ℄ of Pacific Hwy. 14' right of Northbound Structure ℄
14'-0"
℄ Northbound Structure
"L" line or Common ℄ of Pacific Hwy.
South Umpqua River
℄ Southb
Existing Southbound Bridge to be used as detour (two-way traffic)
SPRR

PLAN
Scale: 1" = 50'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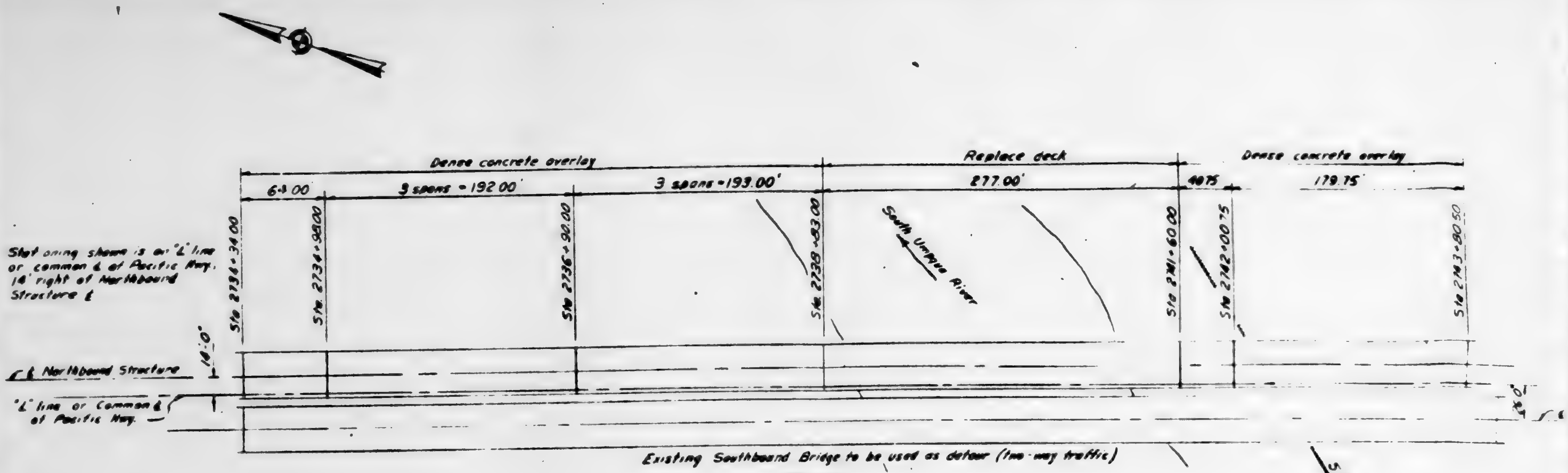
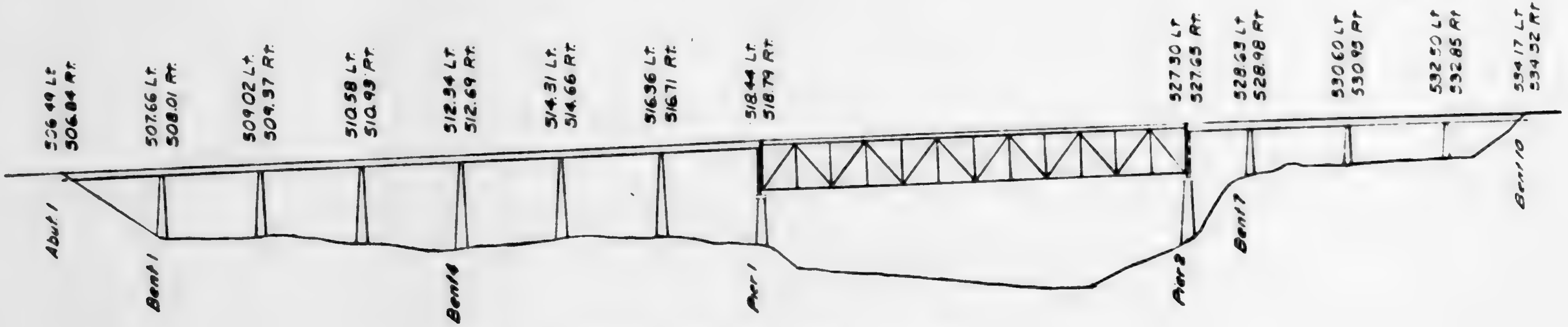
Abut 1
Bent 1
Bent 4
Pier 1
Pier 2
Bent 7
Bent 10

ELEVATION - NORTHBOUND STRUCTURE
Scale: 1" = 50'

APPROVED
P.E.
STRUCTURAL DESIGN ENGINEER


Dense concrete overlay
Replace deck
Dense concrete overlay
64.00
3 spans - 192.00'
3 spans - 193.00'
277.00'
40.75
179.75'
Sta 2734+34.00
Sta 2734+98.00
Sta 2736+90.00
Sta 2738+83.00
South Umpqua River
Sta 2741+60.00
Sta 2742+00.75
Sta 2743+80.50
Stationing shown is on "L" line or common ℄ of Pacific Hwy. 14' right of Northbound Structure ℄
14'-0"
℄ Northbound Structure
"L" line or Common ℄ of Pacific Hwy.
Existing Southbound Bridge to be used as detour (two-way traffic)
SPRR

PLAN
Scale: 1" = 50'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518.44 Lt. 518.79 Rt.
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528.63 Lt. 528.98 Rt.
530.60 Lt. 530.95 Rt.
532.50 Lt. 532.85 Rt.
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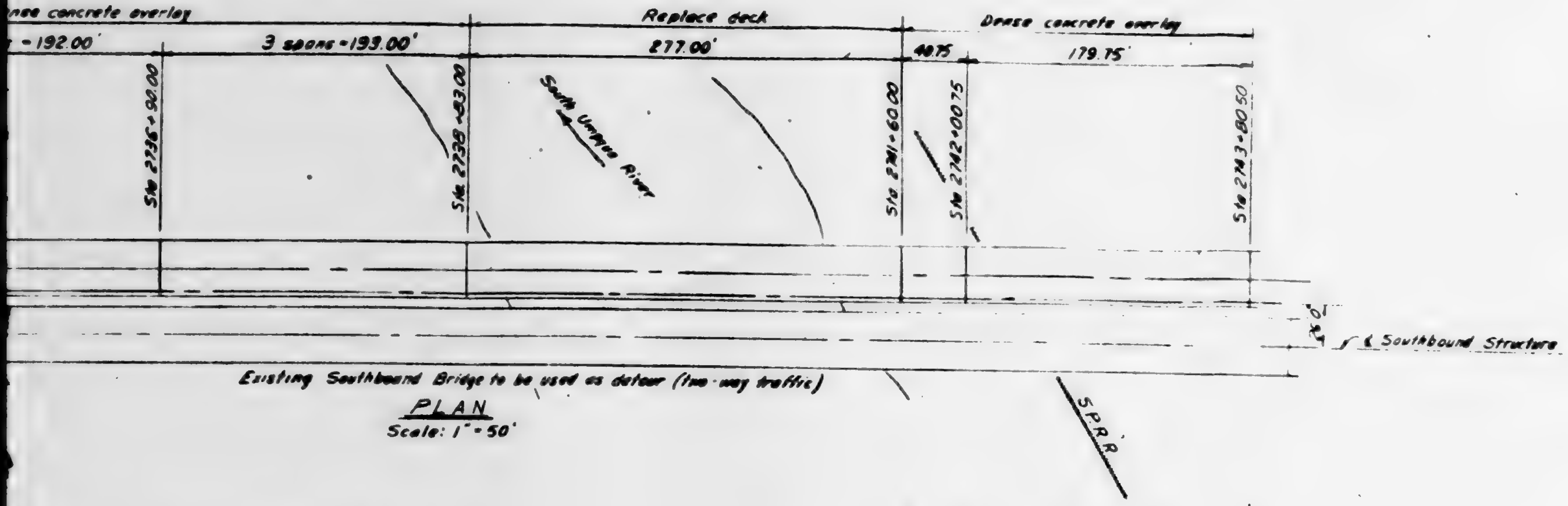
Bent 4
Pier 1
Pier 2
Bent 7
Bent 10

ELEVATION - NORTHBOUND STRUCTURE
Scale: 1" = 50'

APPROVED

STRUCTURAL DESIGN ENGI

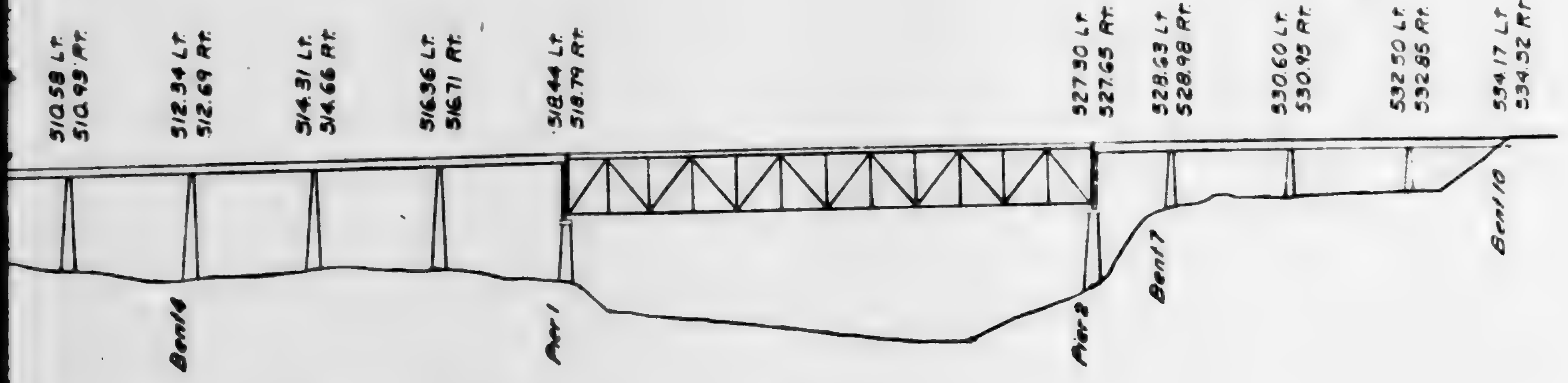
TECHNICAL SERVICES ENGI



concrete overlay
- 192.00'
3 spans = 193.00'
Replace deck
277.00'
Dense concrete overlay
40.75
179.75'
Sta 2736+90.00
Sta 2738+83.00
South Umpqua River
Sta 2741+60.00
Sta 2742+00.75
Sta 2743+80.50
0'
℄ Southbound Structure
Existing Southbound Bridge to be used as detour (two-way traffic)
SPRR

PLAN

Scale: 1" = 50'



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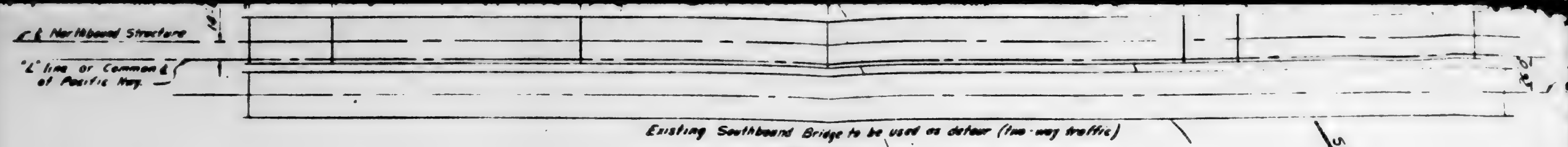
534.17 Lt.
534.52 Rt.
Bent 4
Pier 1
Pier 2
Bent 7
Bent 10

ELEVATION - NORTHBOUND STRUCTURE

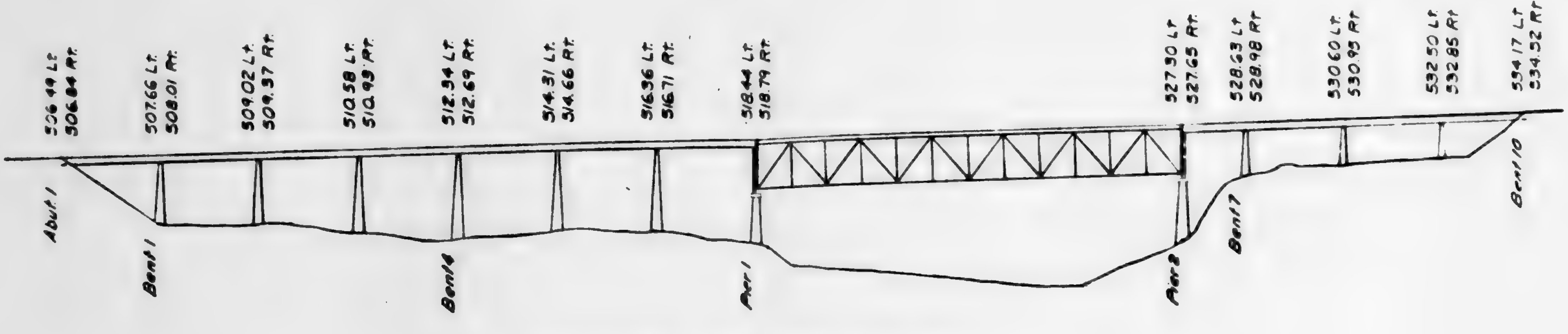
Scale: 1" = 50'

APPROVED P.E. STRUCTURAL DESIGN ENGINEER P.E. TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION SOUTH UMPQUA RIVER (SHADY) BRIDGE


℄ Northbound Structure
"L" line or Common ℄ of Pacific Hwy.
Existing Southbound Bridge to be used as detour (two-way traffic)
SPRR

PLAN

Scale: 1" = 50'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512.34 Lt. 512.69 Rt.
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530.60 Lt. 530.95 Rt.
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Bent 10

ELEVATION - NORTHBOUND STRUCTURE

Scale: 1" = 50'

APPROVED

STRUCTURAL DESIGN ENG

TECHNICAL SERVICES EN

DESIGNED
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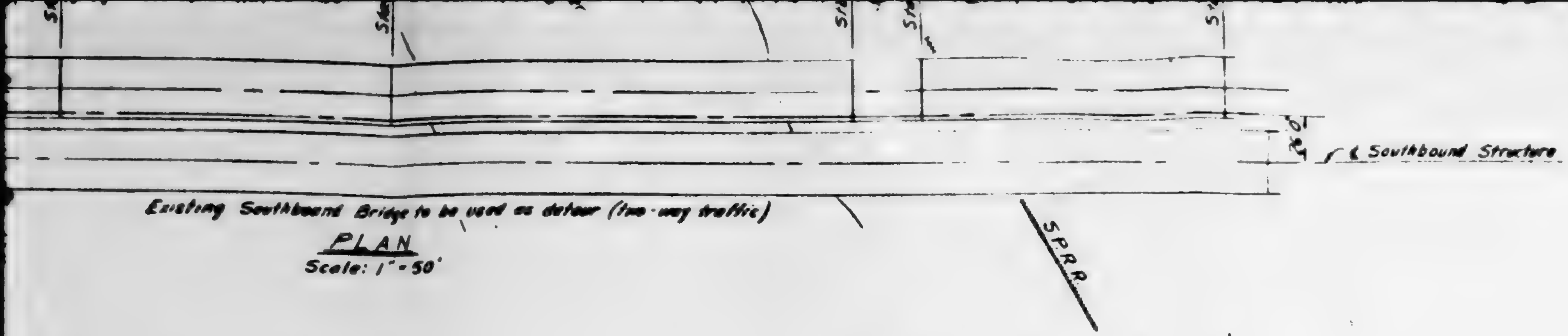
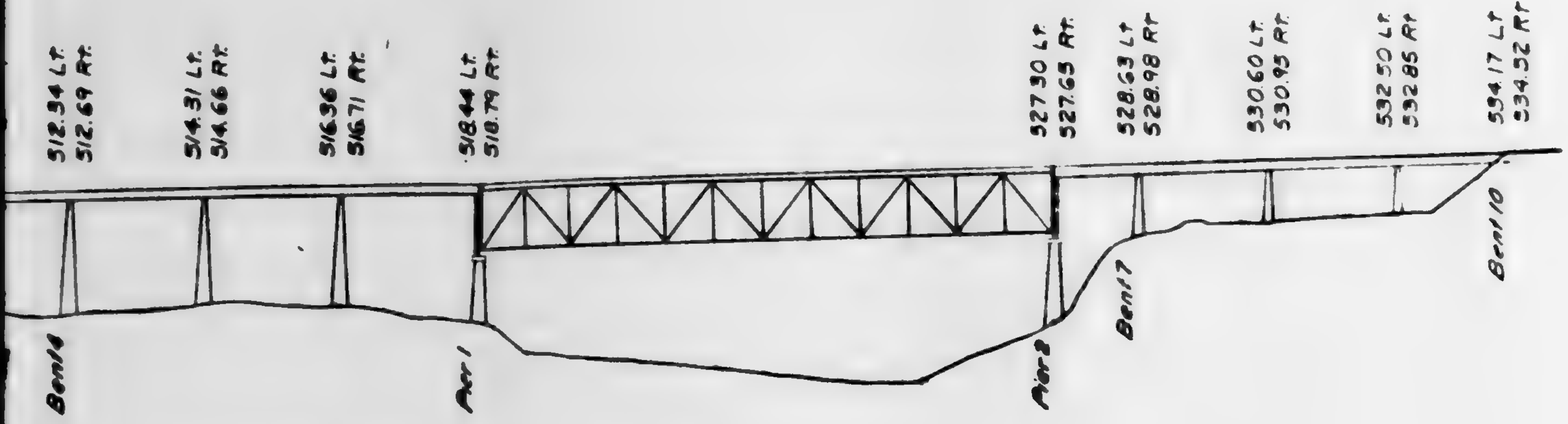
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1733

DATE	REVISIO


℄ Southbound Structure
SPRR
Existing Southbound Bridge to be used as detour (two-way traffic)

PLAN
Scale: 1" = 50'


512.34 Lt.
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532.50 Lt.
532.85 Rt.
534.17 Lt.
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Bent 4
Pier 1
Pier 2
Bent 7
Bent 10

ELEVATION - NORTHBOUND STRUCTURE
Scale: 1" = 50'

APPROVED
P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER

DESIGNED
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REVIEWED
REVIEWED
CALC. BOOK 1733

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

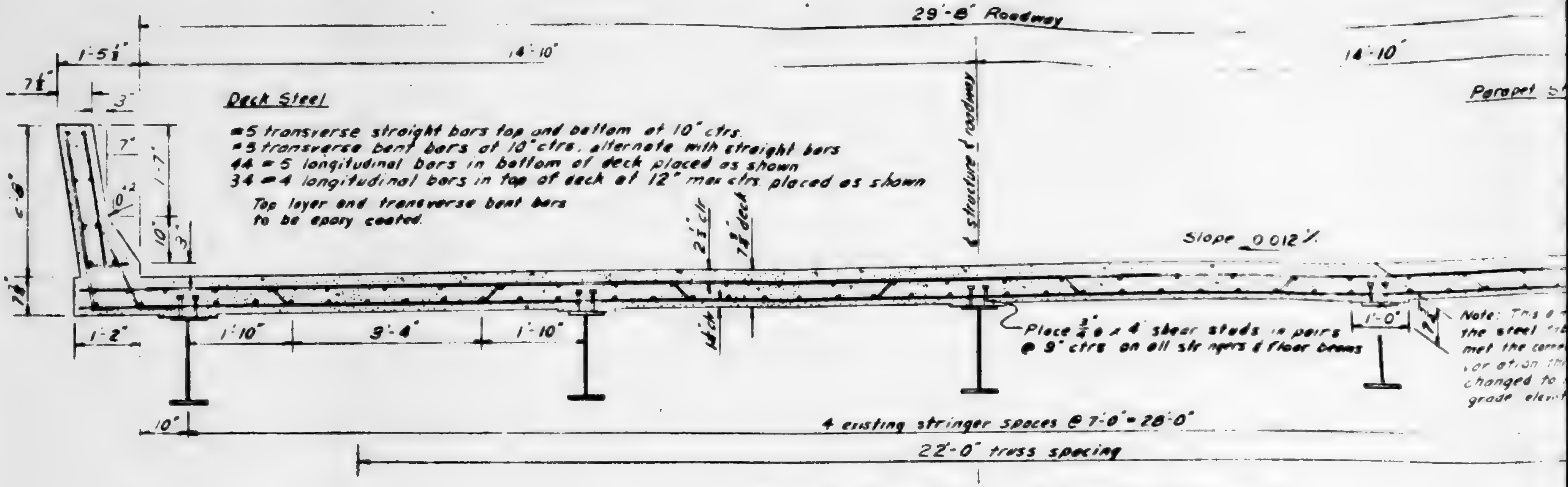
SOUTH UMPQUA RIVER (SHADY) BRIDGE
DECK REPLACEMENT AND REPAIR
NORTHBOUND STRUCTURE

PACIFIC HIGHWAY - DOUGLAS COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 34570

DATE April 13, 1979
BRIDGE NO. 7713-C
SHEET 1 OF 2
DRAWING NO. 34569


29'-8" Roadway
14'-10"
14'-10"
1'-5½"
7½"
3"
6'-8"
7"
1'-7"
10"
3"
7½"
1'-2"
1'-10"
9'-4"
1'-10"
1½ clr
2½ clr
7½ deck
℄ structure ℄ roadway
Slope 0.012 %
1'-0"
10"
4 existing stringer spaces @ 7'-0" = 28'-0"
22'-0" truss spacing
Parapet S

Deck Steel

#5 transverse straight bars top and bottom at 10" ctrs.
#3 transverse bent bars at 10" ctrs. alternate with straight bars
44 #5 longitudinal bars in bottom of deck placed as shown
34 #4 longitudinal bars in top of deck at 12" max ctrs. placed as shown

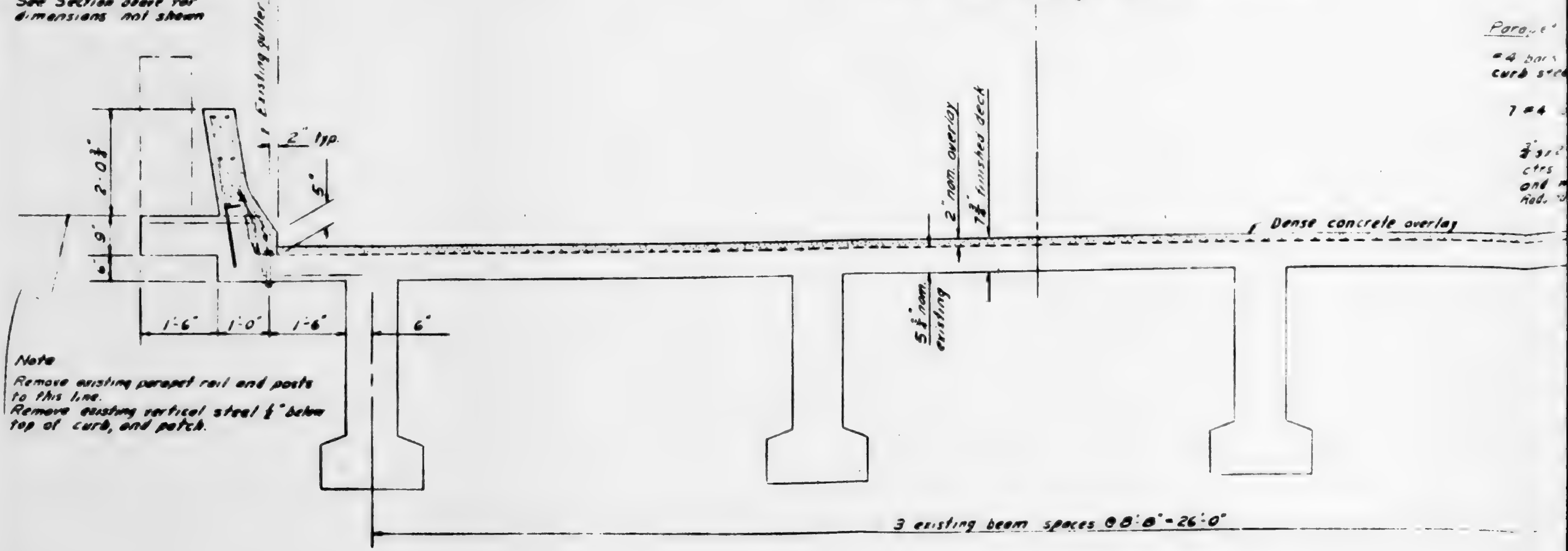
Top layer and transverse bent bars to be epoxy coated.

Place ¾" ø x 4" shear studs in pairs @ 9" ctrs on all stringers & floor beams

Note: This ø
the steel
met the corre
ation
changed to
grade elev

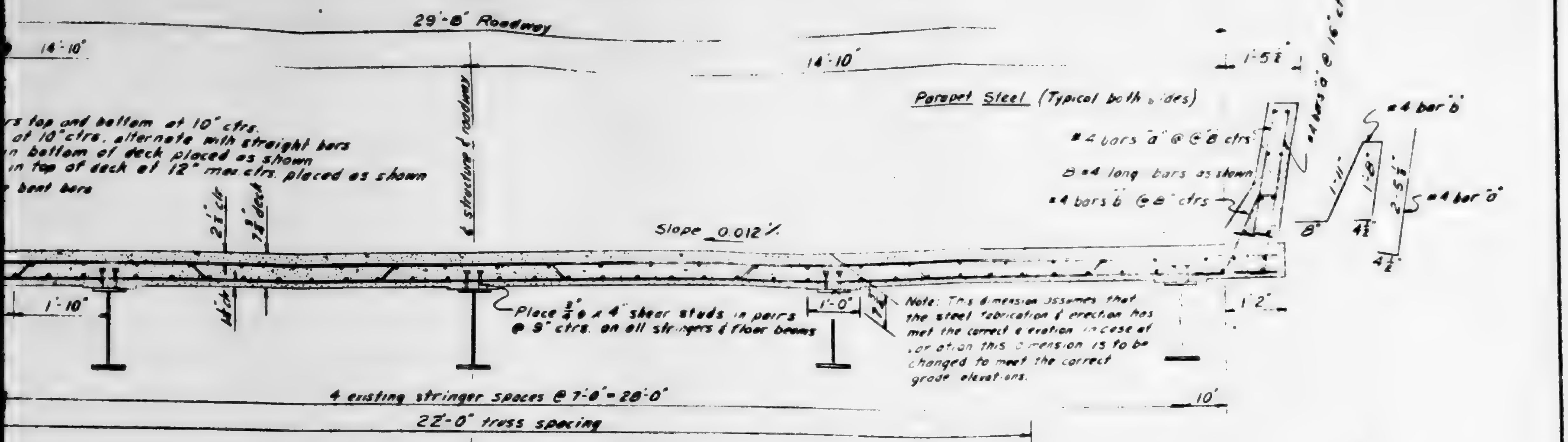
DECK SECTION AT TRUSS SPANS (277'-0" Length)
Scale: ½" = 1'-0

See Section above for dimensions not shown


1 Existing gutter line
2" typ.
5"
2'-0⅜"
9"
6"
1'-6"
1'-0"
1'-6"
6"
2" nom. overlay
7½" finished deck
5½" nom. existing
1 Dense concrete overlay
3 existing beam spaces @ 8'-8" = 26'-0"
Para
#4 bars
curb ste
7 #4
ctrs
and
Rod.

Note
Remove existing parapet rail and posts to this line.
Remove existing vertical steel ½" below top of curb, and patch.

DECK SECTION AT CONCRETE SPANS (669'-6" Length)
Scale: ½" = 1'-0"


29'-8" Roadway
14'-10"
14'-10"
2½" clr
7⅞" deck
1" clr
℄ structure ℄ roadway
Slope 0.012%
1'-10"
1'-0"
7⅞"
1'-5⅞"
1'-2"
10"
8"
1'-11"
1'-8"
2'-5⅛"
4½"
4½"
#4 bars "a" @ 16" ctrs
#4 bar "b"
#4 bar "a"
4 existing stringer spaces @ 7'-0" = 28'-0"
22'-0" truss spacing

rs top and bottom at 10" ctrs.
at 10" ctrs. alternate with straight bars
n bottom of deck placed as shown
in top of deck at 12" max. ctrs. placed as shown
bent bars

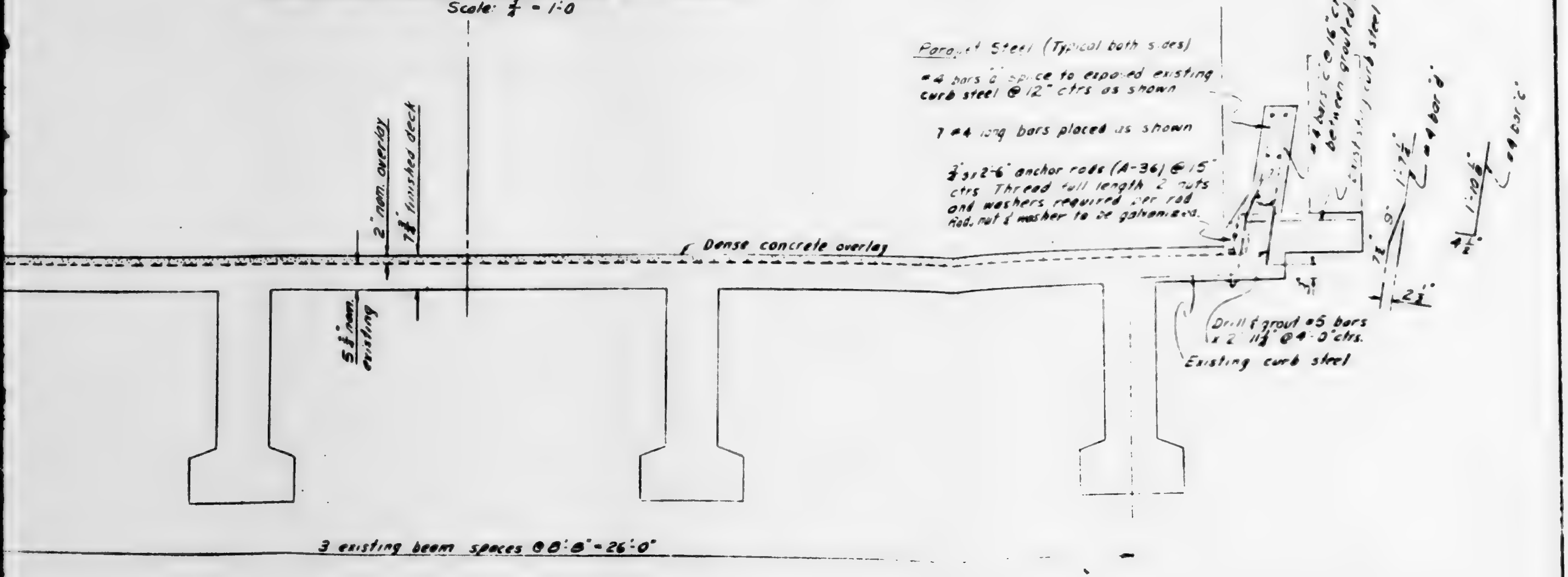
Place ¾"⌀ x 4" shear studs in pairs @ 9" ctrs. on all stringers & floor beams

Note: This dimension assumes that the steel fabrication & erection has met the correct elevation. In case of variation this dimension is to be changed to meet the correct grade elevations.

Parapet Steel (Typical both sides)

#4 bars "a" @ 8" ctrs
8 #4 long bars as shown
#4 bars "b" @ 8" ctrs

DECK SECTION AT TRUSS SPANS (277'-0" Length)
Scale: ¾" = 1'-0"


2" nom. overlay
7⅞" finished deck
5⅞" nom. existing
Dense concrete overlay
#4 bars "c" @ 16" ctrs. between grouted bars
Existing curb steel
7½"
9"
1'-7⅞"
#4 bar "d"
2½"
1'-10⅛"
4½"
#4 bar "c"
3 existing beam spaces @ 8'-8" = 26'-0"

Parapet Steel (Typical both sides)

#4 bars "d" splice to exposed existing curb steel @ 12" ctrs as shown

7 #4 long bars placed as shown

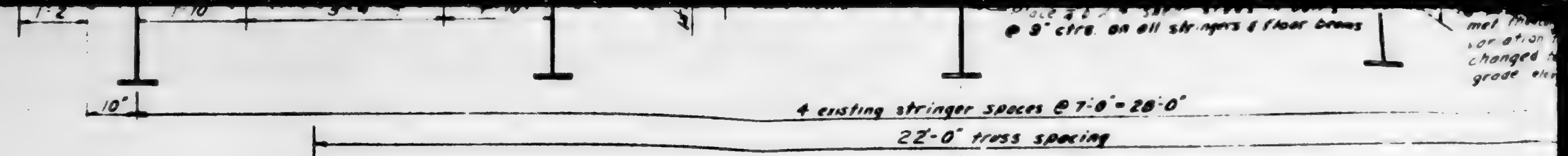
¾"⌀ x 2'-6" anchor rods (A-36) @ 15" ctrs. Thread full length. 2 nuts and washers required per rod. Rod, nut & washer to be galvanized.

Drill & grout #5 bars x 2'-11⅛" @ 4'-0" ctrs.

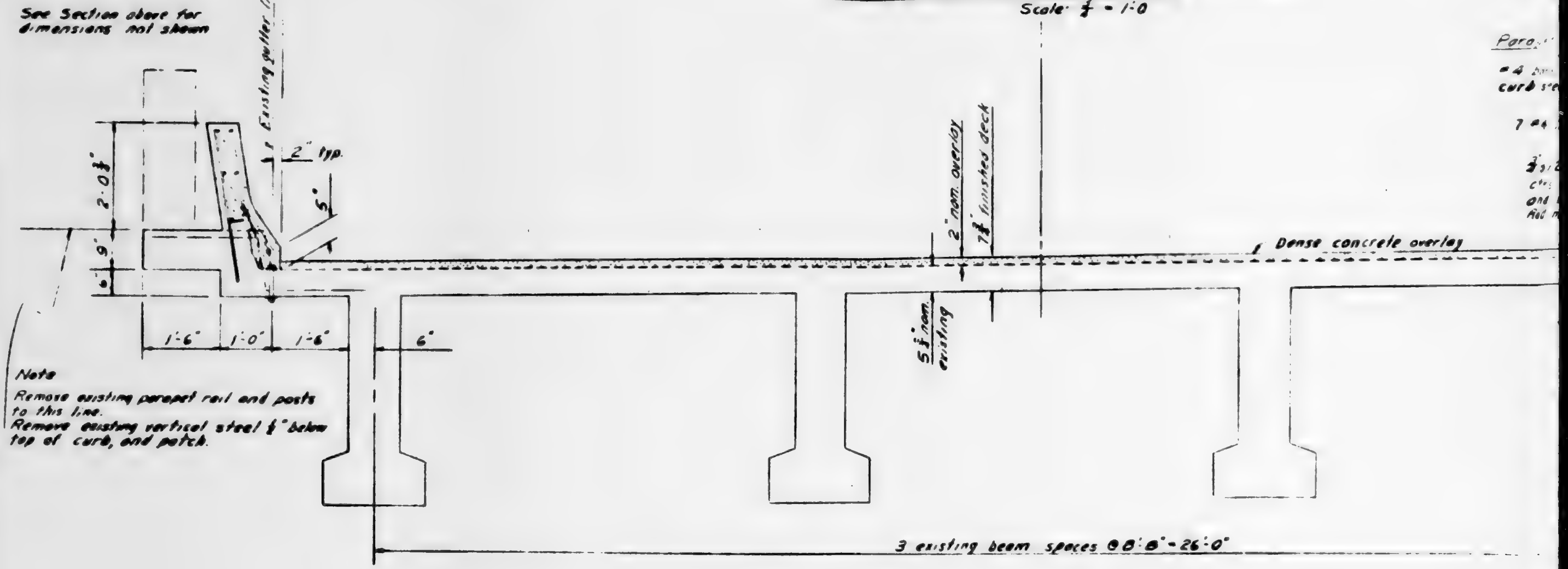
Existing curb steel

DECK SECTION AT CONCRETE SPANS (669'-6" Length)
Scale: ¾" = 1'-0"

APPROVED	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION

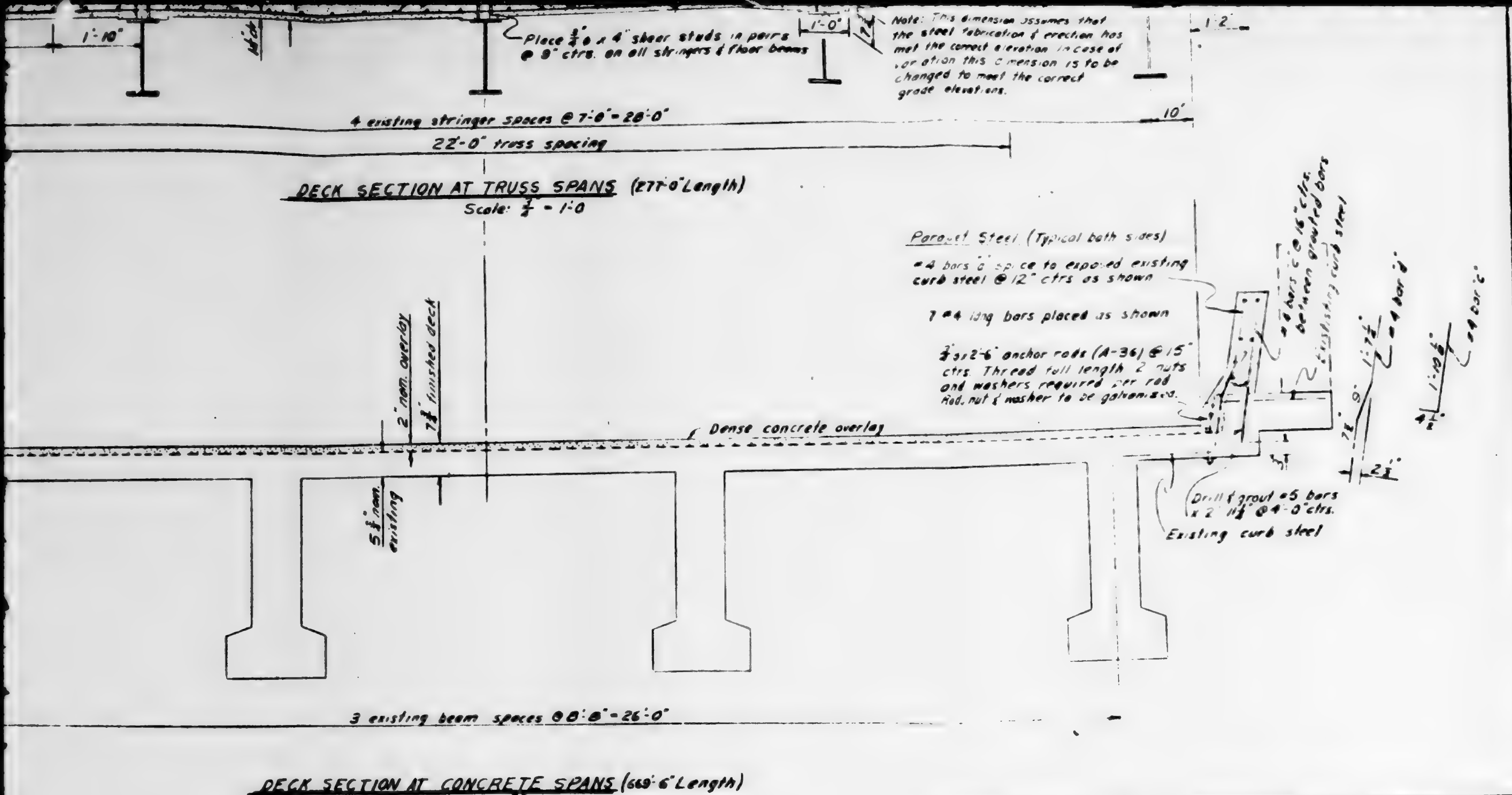

1'-2
1'-10
10"
@ 9" ctrs. on all stringers & floor beams
met the
changed
grade ele
4 existing stringer spaces @ 7'-0" = 28'-0"
22'-0" truss spacing

DECK SECTION AT TRUSS SPANS (277'-0" Length)
Scale: ¾" = 1'-0


See Section above for dimensions not shown
℄ Existing gutter line
2" typ.
5"
2'-0⅜"
9"
6"
1'-6"
1'-0"
1'-6"
6"
2" nom. overlay
7⅜" finished deck
5⅜" nom. existing
℄ Dense concrete overlay
3 existing beam spaces @ 8'-8" = 26'-0"
Para
curb

Note
Remove existing parapet rail and posts to this line.
Remove existing vertical steel ½" below top of curb, and patch.

DECK SECTION AT CONCRETE SPANS (669'-6" Length)
Scale: ¾" = 1'-0"


1'-10"
Place ¾"ø x 4" shear studs in pairs @ 9" ctrs. on all stringers & floor beams
1'-0"
7¼"
Note: This dimension assumes that the steel fabrication & erection has met the correct elevation. In case of variation this dimension is to be changed to meet the correct grade elevations.
1'-2"
10"
4 existing stringer spaces @ 7'-0" = 28'-0"
22'-0" truss spacing
DECK SECTION AT TRUSS SPANS (277'-0" Length)
Scale: ½" = 1'-0
Parapet Steel (Typical both sides)
#4 bars "a" splice to exposed existing curb steel @ 12" ctrs as shown
7 #4 long bars placed as shown
¾"ø x 2'-6" anchor rods (A-36) @ 15" ctrs. Thread full length 2 nuts and washers required per rod. Rod, nut & washer to be galvanized.
#4 bars "c" @ 16" ctrs. between grouted bars
Existing curb steel
2" nom. overlay
7⅞" finished deck
Dense concrete overlay
5⅞" nom. existing
Drill & grout #5 bars x 2' 11½" @ 4'-0" ctrs.
Existing curb steel
7½"
9"
1'-7½"
#4 bar "d"
2½"
4½"
1'-10½"
#4 bar "c"
3 existing beam spaces @ 8'-8" = 26'-0"

DECK SECTION AT CONCRETE SPANS (669'-6" Length)
Scale: ½" = 1'-0"

APPROVED	
BRIDGE ENGINEER	
DESIGNED	HCW
DRAWN	HCW
CHECKED	
REVIEWED	
REVIEWED	
CALC BOOK	1733

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

S UMPQUA RIVER (SHADY) BR.
NORTHBOUND STRUCTURE
PRELIMINARY DECK SECTIONS

DECK REPLACEMENT AND REPAIR DETAILS

DATE April 13, 1979
BRIDGE NO. 7713-C
SHEET 2 OF 2
DRAWING NO. 34570

June 19, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

Deck Replacement
Oregon Project I-5-3(-)121
Shady Br. (N. Umpqua R.)
Oregon Project I-5-3(-)130
Winchester Br. (S. Umpqua R.)
Your File HBR-OR

Your June 6 letter indicated concern that no action had been taken on the replacement of the decks of the northbound Winchester and Shady Bridges.

The Winchester Bridge deck replacement project is scheduled for early 1979, and the Shady Bridge deck replacement is scheduled for early 1980.

The current level of 3-R funds will not permit undertaking more than one of these projects in a given fiscal year. They are being scheduled in terms of priority of need. It is the intention to program the basic deck replacement under 3-R funds. The bonded Iowa or latex membrane overlay and rail replacement will be programmed under Interstate funds.

The conditions of these decks have continued to deteriorate. The decks are subject to frequent inspection and to extraordinary maintenance. Three deck panels were replaced on Winchester in 1977 and three already this year. The Shady Bridge requires spot patching on an almost monthly basis.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring (enc.)
J. H. Versteeg "
R. L. Schroeder "
Walt Hart
John Wood
Bud Shirley "

WJH:dh ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 6, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project I-5-3(-)121
Shady Br. (No. Umpqua R.)
Winchester Br. (So. Umpqua R.)
Oregon Project I-5-3(-)130
Deck Replacement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Hart's submittal of August 3 2, 1976, outlined in detail the need for reconstruction of the northbound Shady (S. Umpqua R.) Bridge and the northbound Winchester (N. Umpqua R.) bridge. The historical data submitted indicates a problem was encountered as early as 1965 with panel replacement initiated in 1968 and several times since. There appears to be no question about the need for major repair measures on these structures.

Our April 7, 1977, memorandum indicated a possible funding arrangement for replacing these deficient decks and other substandard safety conditions. Since we have received requests for possible projects and procedures for this repair, we are concerned as to why no action has been taken to date. We know you feel this is a priority project and if work is not initiated soon it is possible some catastrophic failure involving many people may occur. Please note that the normal federal-aid funds suggested in our April 7 memorandum may not be available on some future date. The 3-R type funding recently adopted certainly would be appropriate for some of this work.

It appears that your schedule for this work should be imminent. Please give us the current status of these projects.

G. L. Green

cc:
Mr. E. S. Hunter, Mgr.
Technical Services Br.

RECEIVED
STATE HWY ENGR
[illegible] 1978
REFERRED
Hart

cc word

RECEIVED
JUN 8 1978
BRIDGE SECTION

GENERAL FILES

Ed

The decks on the north bound Winchester and Shirley [illegible] can not go to more [illegible] without major work. We have tried the [illegible] several times in replacing [illegible]. They will only go to [illegible] 6P 3R [illegible].

[illegible] to [illegible]

[illegible]

Walt

Walt - I don't think we can change their positions. Program with combination funds - Ed
cc Mockrey. 9-19-77

RECEIVED
TECHNICAL SERVICES
SEP 16 '77
REFER TO
FOR

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet E-12

Shady, Winchester Deck Replacement

County Douglas

Calculations by HOW

Date 6-1-77

Bridge No. 7713-C
7663-C

Summary

Item	Shady	Winchester
1) Removal of 18" curbs & Railings	47,675	82,200
2) Installation of new railing system	62,931	108,504
3) Scarification of existing deck	95,350	164,400
4) Top Layer of reinforcement	42,700	77,420
5) Concrete overlay	4,234	7,276
6) Deck Joint System	15,510	28,050
	268,400	467,850
8% Mobilization	21,470	37,430
	289,870	505,280
20% Engineering & Contingencies	57,970	101,200
Total Req. I	347,840 -	606,480 -
RRR	652,670 -	954,320 -
Total	1,000,510	1,560,800

B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 7, 1977

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-3(-)121
Shady Bridge
Winchester Bridge
Deck Replacement

FROM : G. L. Green, Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

NOTED
E. S. HUNTER

cc Hart
Julian
As program
is outlined.

RECEIVED STATE HWY ENGR APR 11 '77
REFER TO
FOR

Our Washington and Region office have discussed with us the replacement of the decks on the subject bridges. The proposed work is considered only partially eligible for regular "I" funds. Such funds could be used for the stage construction portion of the project and also for related safety work including the removal of the existing 18" curbs and replacement of the substandard railing. The remainder of the work consisting of removal of the deck slab and construction of the first lift of the new deck would have to be done with other funds, e.g., the special RRR interstate funds.

Since the proposed work would thus involve two types of funds, it will be necessary to make a determination of costs that can be assigned to stage construction. Any suitable restoration procedure for these decks would have to include additional reinforcing steel and concrete thickness in view of the initial "weak deck" design on these structures. If the existing decks required only an overlay instead of complete replacement, the overlay would have to include a new top layer of reinforcing steel. We therefore consider the cost of the top layer of steel in a new deck to be a stage construction item. In order to arrive at a breakdown of the two types of funds, we recommend that an estimate be made of the costs that would be incurred if the decks were not to be completely replaced. These costs which are considered to be eligible for regular interstate funding include the following:

1. Removal of 18" curbs and railing.
2. Installation of new railing system.
3. Scarification of the existing deck.
4. Installation of the top layer of reinforcing steel.
5. Construction of concrete overlay that would conform to one of the currently recommended protective systems.

6. Construction of water tight deck joint system.

Even though these structures were bond financed, the proposed deck replacement is not entirely eligible for interstate funding, even as a special case. We agree that the bridge decks are critical and prompt action is necessary. We feel that deterioration has progressed to the point where complete replacement of the decks appears necessary. In view of this critical condition we hope that you will adjust your priorities so that you can proceed with this work in the near future.

G. L. Green

cc:
OSHD (W J Hart)

B

FORM 81-734-3030

FIL

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 11, 1977

FROM: John H. Wood
Bridge Maintenance Engineer

TO: A. Shirley
Region 3 Engineer

SUBJECT: Winchester Br. NB, Br. #7663
Shady Dr. NB, Br. #7713
Missouri Bottom Br. #7931 N & S
Fords Br., Br. #509B

Please disregard my letter of January 6, 1977, regarding these structures.

My intent was to inform you that a "4" condition rating has been assigned to the decks of these bridges.

Federal guidelines describe a "4" condition rating as "minimal adequacy to tolerate present traffic, immediate rehabilitation necessary to keep open, major restoration needed."

JHW:rb

cc: R. L. Schroeder
Duane Kirby
Bill Isaac

RECEIVED
JAN 13 1977
[illegible]

[illegible]

5 B

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

January 6, 1977
Salem, Oregon

SUBJECT: Winchester Br. NB, Br. #7663
Shady Br. NB, Br. #7713
Missouri Bottom Brs. #7931 N&S
Fords Br., Br. #509B

To: A. Shirley
Region 3 Engineer

JHWood
From: John H. Wood
Bridge Maintenance Engineer

Recent and past inspections have disclosed serious deck problems on the above structures.

A recent reevaluation of these decks resulted in a "4" condition rating. I have no quarrel with these ratings and a restriction of overloads on these structure is certainly warranted.

Until repairs are made, steps should be taken to prohibit Special Permit - Continuous Overloads on these structures.

JHW:hc

cc: R. L. Schroeder
Duane Kirby
Bill Isaac

RECEIVED
JAN 7 1977
Office of
Assistant State Highway Engineer

B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

File BRS. 7713C, 7663C

August 2, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P O Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Shady Br.(Northbound) No. 7713C
So. Umpqua River
Winchester Br. (Northbound) No. 7663C
No. Umpqua River
Pacific Highway I-5
Douglas County

Two structures on our Interstate route I-5 have bridge decks which we consider to be in critical condition. These are the northbound Shady (South Umpqua River) Bridge and the northbound Winchester (North Umpqua River) Bridge.

The deck of the Shady Bridge was brought to your attention in November, 1971, when we requested Interstate funds for its reconstruction. The FHWA acknowledged the need for reconstruction at that time, though Interstate funding was denied. The Shady Bridge deck has continued to deteriorate and that of the Winchester Bridge has developed even more severe distress, to the extent that in January one section of deck completely disintegrated and two others were found to be close to the same sort of failure. It was only by a combination of quick reporting and unusual good luck that one or more severe accident did not result from this.

A history of these bridge decks, a report of their present condition and a description of the proposed reconstruction are attached.

These decks were designed and constructed according to standards which were nationally recognized at the time, but have since proved inadequate. We share the blame for lack of foresight with many other states whose designs have run into similar difficulties and with the Bureau of Public Roads, which concurred in the design. Now we have to restore essential links in the Interstate Highway System to a safe condition.

The need for reconstruction is obvious. The method of funding is the question. There should be some way that this work can be done with Interstate funds. We, therefore, request your assistance in determining how it can be done.

Very truly yours,

Walter J. Hart
Bridge Engineer

ATB/ag
Attachs. (3 sets)

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

AUG 3 '76
REFER TO
FOR
Dir Sign Att File

1980 Port of Entry (Farewell Bend) Sec., Old Ore. Trail. (Grading, paving & facilities) 9081

STATE COPY

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 820

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 5-6-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-84-8(34)351
COMPLETION DATE 8-29-80	ACCEPTANCE DATE BY CONTRACT AGENCY 3-11-81	TIME ELAPSED See below %	CONTRACT TIME See below
APPROVED EXTENSIONS None	LOCATION Port of entry (Farewell Bend) on I-84 in the vicinity of M.P. 353.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORT OF ENTRY (FAREWELL BEND)
OLD OREGON TRAIL
Grading, Paving and Facilities

This project provided for the addition of another scale to the present Port of Entry facility.

The project had a specified completion date of August 31, 1981. The project was considered to be substantially complete on August 29, 1980.

The final cost of the original contract bid items was $137,792.42, or a 4.0 percent underrun of the contract bid amount of $143,525.

The final cost of the project, including all changes and engineering, was $165,632.44.

All participating work has been completed.

REFER TO

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5-6-81	TITLE Field Operations Engineer	DATE 5/7/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#9081 L

March 17, 1981

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

CON 5
#9081

Gentlemen:

Contract No. 9081 awarded to Weaver Construction Company for work on the Port of Entry (Farewell Bend) Section of the Old Oregon Trail in Malheur County was completed on February 23, 1981 and accepted by the State Highway Division on March 11, 1981.

Final payment in the amount of $2,500 will be released to the contractor after March 23, 1981. The total contract amount is $149,285.50 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Weaver Construction Company
P. O. Box 586
Union, OR 97883

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

9.11

File L.

3-2-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Morse Bros., Inc. No. 9175	Falls City (N. Main St.) Polk County	February 9, 1981
R. A. Hatch Co. No. 8860	Ross Island Br.-SE 50th St. (Portland) Multnomah County	February 9, 1981
D Mc D Corporation No. 9174	Heppner Rock Production Morrow County	February 9, 1981
Aichele Landscaping & Ben Fox No. 8970	N.E. Maywood Place Multnomah County	February 13, 1981
R. L. Coats No. 9108	Fremont Jct.-Hackett Dr. Deschutes & Klamath Co.	February 13, 1981
Hamilton Electric, Inc. No. 8689	Pac. Hwy. W @ 5th Ave. (Eugene) Lane County	February 17, 1981
Ross Bros. Construction, Inc. No. 9125	Big Butte Creek Bridge Jackson County	February 17, 1981
A. K. Lundmark & Son, Inc. No. 9144	Upper White River (Crossing Rd.) Bridge Wasco County	February 17, 1981
R. L. Coats No. 9000	Lava Butte Lookout-Sugar Pine Butte Rd. Deschutes County	February 17, 1981
Eucon Corp. of Idaho No. 9012	Pendleton-Adams Umatilla County	February 19, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Humphrey Const., Inc. No. 8710	SE Stark/Wash. Intchge. (Wash. St. U'Xing.) Multnomah County	February 19, 1981
C. H. Savage Co. No. 9150	Columbia River (Astoria) Bridge Clatsop County	February 19, 1981
Dirt & Aggregate Interchange No. 9178	N. 11th St.-Wyeth St. (St. Helens) Columbia County	February 23, 1981
Babler Bros., Inc. No. 9020	Devine Summit-Burns Jct. & Burns-Burns Jct. Harney County	February 24, 1981
Cascade Construction Co., Inc. No. 9161	Arterial Street Overlay (Portland) Multnomah County	February 24, 1981
Babler Bros., Inc. No. 9043	Willamette Jct.-Chemult Klamath County	February 26, 1981
Western Mixing Co.,Inc. No. 9045	Grass Valley-Shaniko Sherman County	February 27, 1981
F. Hodgson & Sons No. 9033	Deadmans Pass Safety Rest Area Umatilla County	March 5, 1981
Ontario Asphalt & Concrete Co. No. 9158	NW Dorian Dr.-NW Verde Dr. (Ontario) Malheur County	March 5, 1981
Johnson Rock Products, Inc. No. 9073	Florida Ave.-Vermont Ave. (North Bend) Coos County	March 6, 1981
Holst Construction Co. No. 9021	Dexter Lake South Bridge & Willamette Hwy. @ Jasper/Lowell Rd. Lane County	March 10, 1981
Stukel Rock & Paving, Inc. No. 9110	Fuego Rd.-Forge Rd. Klamath County	March 10, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Weaver Construction Co. No. 9081	Port of Entry (Farewell Bend) Malheur County	March 11, 1981
Nelson-Deppe, Inc. No. 9111	Jackson Creek Road-Hot Springs Road Malheur County	March 12, 1981

March 12, 1981

C. T. Keasey
Asst. State Highway Engineer

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: March 11, 1981

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of March 11, 1981.

Contract 9081 On Site Work Substantially Completed August 29, 1980

All Work Completed January 14, 1981

Project Port of Entry (Farewell Bend)

Highway Old Oregon Trail

County Malheur

Type of Work Grading, Paving & Facilities

Contractor Weaver Construction Co.

RDC:mk

cc: H. S. Coulter
Walt Hart
R. D. Church

Surety written
3-17-81

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION Port of Entry (Farewell Bend)	WEEK ENDING January 31,1981
		SECTION PREFIX 623-1068
	HIGHWAY Old Oregon Trail	COUNTY Malheur
	KIND OF WORK Grading,Paving, & Facilities	
CONTRACTOR Weaver Construction	CONTRACT NUMBER 9081	FEDERAL AID PROJECT NUMBER I84-8(34)351
DATE OF CONTRACT February 5, 1980	DATE WORK STARTED April 7, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 181,968.38	SPECIFIED COMPLETION DATE August 31, 1980	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 167,539.63	ENGINEERING AUTHORIZATION $ 14,429.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 165,803	This Week 174 ENGINEERING COST TO DATE $ 13,700	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT UNDERRUN 1 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: August 31, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Cldy			
MONDAY 26	Cldy			
TUESDAY 27	Cldy;Snow			
WEDNESDAY 28	Cldy;Shwrs			
THURSDAY 29	Cldy;Shwrs			
FRIDAY 30	Cldy;Shwrs			
SATURDAY 31				

RECEIVED
FEB 5 1981
CONSTRUCTION
BRANCH

Richards
Barr
Inloes
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity all week.
MONDAY 26	
TUESDAY 27	
WEDNESDAY 28	
THURSDAY 29	
FRIDAY 30	
SATURDAY 31	

REMARKS

Post-semi-final to be submitted today to region.

SIGNED
P. F. Burnett, Res. Engr.
LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1-80

Copy

CONSTRUCTION NARRATIVE

Port of Entry (Farewell Bend)
Old Oregon Trail
Weaver Construction Co.

Prefix No. 623-1068
Contract No. 9081
Malheur County

This project was comprised of the addition of a new scale pit and approaches for the Port of Entry, necessary signing and signal for the new scale installation, and an addition to the Port building to include a lunch room and public rest rooms. The project was necessatated by the heavy truck flow on I-84.

The contract for construction of the project was awarded to Weaver Construction Co. of Union , Oregon on February 5, 1980. Work began on April 7, 1980.

Subcontracts were awarded to Mike Becker, Union, Oregon for the building; McDaniel Plumbing, Lagrande, Oregon, plumbing; Rudd's Electric, Ontario, Oregon for all electrical work; Clint's Heating and A.C. Ontario, Oregon, for all heating and air conditioning; and Ontario Asphalt and Concrete, Ontario, Oregon, for all concrete and paving. The building items were considered specialty items.

Grading: Grading work began May 5, 1980 with the digging of the scale pit and approach slabs. Cement Treated Base in the area of the pit and slabs was found to vary in depth to 20 inches. Contractor requested that he be allowed to only remove to the depth necessary to attain full depth of concrete on the slabs, instead of removing all of the CTB and replacing it with asphalt base. This procedure was allowed. A Price Agreement to document the deletion of the Treated Base (B.I. No 6) and Cement in Treated Base (B.I. No. 7); and to increase the Class "B" A.C. (B.I. No. 8) was written to cover this work. Any additional depth excavated in the area of the slabs was filled with concrete.

Drainage: The only drainage required on the project was the construction of a CG-1 inlet near the scale pit, and an 8-inch sewer pipe which connected the new inlet to an existing inlet. During the course of excavating the trench for this pipe a conduit for the illumination of the Port, which was not identified on the plans was broken. Price Agreement N. 3 was written to cover the cost of repairing the damage to the conduit and wiring.

Signing: A directional neon sign and a sign with a programmed signal head were necessary to direct truck traffic. No major problems were encountered during this part of the work.

A State furnished pole was set by the Contractor to be used as a height indicator as per request of the weighmasters. Price Agreement No. 4 was written to cover the cost of this installation.

Scale Installation: According to the plans the installation and furnishing of the scale was by "others". The scale and its installation were furnished by Valley Scale of Portland. This company asked for assistance of the contractor in setting the scale beams and assembly. They have as of this date not reimbursed the Contractor for this work. Price Agreement No. 5 was written to reimburse the Contractor for construction of the scale deck; which was to be placed originally by State forces.

Building: Work on the building began April 7, 1980 by Mike Becker, Union, Oregon. Before construction began, Pattie Hopper, P.O.E. Supervisor requested a modification of the P.U.C. spotter's room to make it and the weighmaster's office more efficient. The Contractor agreed to the modification and Price Agreement No. 2 was written to cover the additional cost.

In trying to install the water to the building as per plan, it was found that a 3-inch telephone conduit had been placed through the conduit intended for use; along withthe sewer line mentioned in the plans. Also, we were informed b y the Plumbing Inspector that the polyethylene pipe specified by the plans did not meet State plumbing code. Telephone approval was received from Gordon Ballard of design to use the existing 1-inch line from the existing building to remedy the conduit problem; 2-inch copper was connected to the existing 1-inch copper line.

People at the Port requested that pull handles and push plates be used on the doors most frequently used because regular door knobs in the existing building had to be replaced due to heavy traffic. The Contractor did this at no additional cost.

No other major problems were encountered with the building portion of the contract until the plumbing was placed in the new rest rooms. It was found at this time that the flush valves required by the plans and approved by design would not function with the existing water system. The lack of pressure and the high amount of sediment in the water would not allow the valves to close; causengthe toilets to run constantly. It was found that the only existing flush valve on the urinal of the wxisting building had never functioned properly since the building was opened. At this time the Contractor is preparing to install an in line pump, filtration system, and reservoir to eliminated these problems. Price Agreement No. 6 Has been written and approved to cover these addional costs.

Care should be taken in the future to investigate more carefully when requiring materials for building projects. Many of the specifications and required materials were taken directly from the specifications of the original building, and are no available. Specifically, the exterior scale lights required, and the door sweeps specified were either not in stock or no longer available. The lights had to be specially made because they were no longer in production. Also, the foundation insullation specified was not what the designer intended or didl it match the existing building. The soled core doors specified were hard to obtain and did not function efficiently. The direct sun and heat on the outside with the air conditioning on the inside caused extreme temperature differences which caused the doors to warp after they were placed. The Contractor warned of this problem before installation of the doors, and it was evident on the doors of the existing building. It would have been more efficient and less expensive to use insulated metal doors instead of the solid doors specified.

P. F. Burnett
P. F. Burnett
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Port of Entry (Farewell Bend)
Highway: Old Oregon Trail
County: Malheur

Contract No: 9081
Prefix: 623-1068
F.A. No: I-84-8(34)351

Item No.	Item	Unit	Original	Semi-Final	% ±
	SUMMARY				
	Bid Items	$	143,525.00	138,322.42	- 4 %
	Anticipated Items	$	16,800.00	16,517.89	- 2 %
	Contingencies	$	7,214.63	-0-	
	Unanticipated Items	$		10,843.08	
	Engineering	$	14,429.25	14,400.00	-0-
	Totals	$	181,968.88	180,083.39	- 1 %

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

1021

1-80

ROAD DESIGN SECTION

DES 16-1

P. F. Burnett
Resident Engineer

June 5, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Sign Shop Drawings
Port of Entry (Farewell Bend) Section
Old Oregon Trail Highway
Contract No. 9081

Attached are two prints of approved shop drawing for the Type "U" sign on the above-named project.

One print should be retained by you for field inspection purposes and one print forwarded to Don Wackerbarth's office for shop inspection of the sign.

As you requested, we have forwarded one approved print directly to Traffic Safety Supply Company for fabrication of the sign.

Attachments

cc C. T. Keasey
W. E. Schwartz
W. G. Beard

COT:ja

9081

DES 16-1

June 5, 1980

Ms. Elaine Reznick
Traffic Safety Supply Company
2324 S.E. Umatilla
Portland, OR 97202

Dear Ms. Reznick:

Enclosed is one approved shop drawing for fabrication of the Type "U" sign on the Port of Entry (Farewell Bend) Section, Contract No. 9081

The shop drawing is being sent directly to you at the request of P. F. Burnett, Resident Engineer on the project.

Very truly yours,

D. O. Christensen
Final Design Engineer

Enc.

bc W. G. Beard

COT:ja

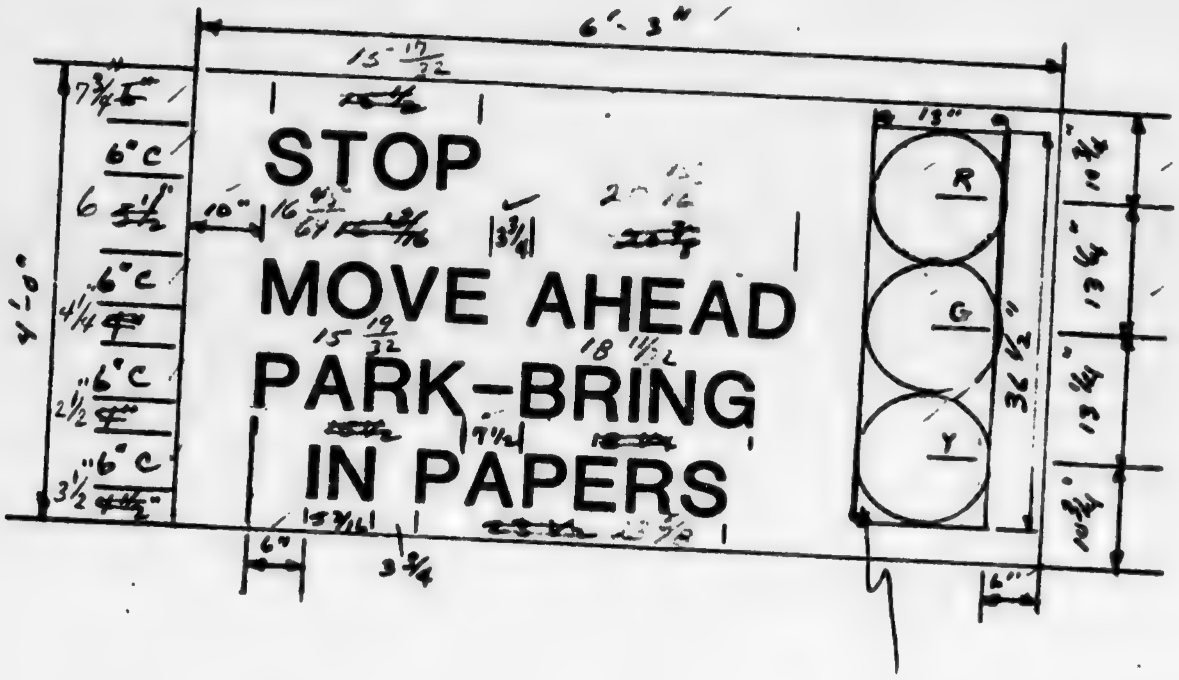
TRAFFIC SAFETY SUPPLY CO.
2334 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUN 6 1980

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY Cat

Date 5/22/80



6'-3"
4'-0"
STOP
MOVE AHEAD
PARK-BRING
IN PAPERS
R
G
Y
13"
36 1/2"
15 17/32
16 43/64
2" 13/16
15 19/32
18 11/32
15 5/16
3 3/4
3 3/4
9 1/2
10"
6"
6"
7 3/4
6"C
6
6"C
4 1/4
6"C
2 1/2
6"C
3 1/2
10 1/4
13 1/4
13 1/4
10 3/4

? ~~BLACK OR SILVER~~
13" x 36 1/2" cut out section.

Job name Port of Entry (Farewell Bend)
contract no. 9081
Sign no. 1
Size 6'-3"
Type type "U"
Legend S/a Cut/Out
Spacing Oregon
Border 3/8
Cornors 3/8 × 1 1/2

Elmer

OREGON STATE
HIGHWAY DIVISION
802 East Idaho
Ontario, Oregon 97914
Phone 889-8558

NOTED
L.E. GEORGE

Date 5-28-80

To: L. E George
Traffic Engineer
Salem, Oregon

Attention:

Project Port of Entry (Farewell Bend)

Bridge No.

Contract No. 9081

Attached: Reinforcing Steel | Railing | [✓ Signing] | Structural Steel | Misc. Metal | Prestress Beams | Traffic Signals | Other

Remarks: We have checked all dimensions shown on Sheet 2A of the plans. Please check horizontal dimensions of letters and vertical arrangement of the words. Please return one copy of approved drawing directly to Traffic Safety Supply.

Very truly yours,
Asst Res. Engr.
P. F. Burnett
Res. Engr.

5/30/80
Dwg's. Hand carried to Road Design on this date for checking.
E.L.S.

cc

NOTED
ELMER SCOFIELD

9081

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/5/80	te Oregon County Malheur Project No. I-84-8(34)351

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Port of Entry (Farewell Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-79	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 181,968.00	$ 167,810.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

6-File

Oregon State Highway Division
Salem, Oregon, February 12, 1980

Federal-Aid Project
No. I-84-8(34)351

PORT OF ENTRY (FAREWELL BEND) SECTION
OLD OREGON TRAIL HIGHWAY
MALHEUR COUNTY

Project Agreement Estimate.

Type Code Y007
Truck Weighing Station Facility

Mobilization	All Required		$ 14,000.00
Temporary Protection and Direction of Traffic	All Required		1,200.00
Temporary Signs	38 sq.ft.	10.00	380.00
Temporary Barricades	6 each	100.00	600.00
Removal of Pavement	340 sq.yd.	10.00	3,400.00
Treated Base Mixture	190 ton	43.00	8,170.00
Cement in Treated Base	11 ton	220.00	2,420.00
Class "B" Asphalt Concrete	65 ton	53.00	3,445.00
8-inch Sewer Pipe	56 lin.ft.	20.00	1,120.00
Extra for Pipe Under Pavement	46 lin.ft.	10.00	460.00
Concrete Inlets, Type CG-1	1 each	800.00	800.00
Truck Scale Pit and Approach Slabs	1 each	27,000.00	27,000.00
Sign Support Footings	All Required		3,000.00
Butterfly Sign Structure	All Required		5,000.00
Sign and Luminaire Mounting Assembly	All Required		2,100.00
Type "U" Signs in Place	25 sq.ft.	30.00	750.00
Special Neon Sign in Place	1 each	8,500.00	8,500.00
Sign Illumination Equipment	All Required		1,900.00
Truck Control Signals, Complete	All Required		2,800.00
Port of Entry Building, Complete	All Required		56,480.00
			$143,525.00

Anticipated Items

Permanent Pavement Marking	All Required	$ 500.00
State-furnished Scale	All Required	16,300.00
		$ 16,800.00

Subtotal	$160,325.00
Engineering	21,643.00
Total	$181,968.00

Length of Project - - - 0.0 miles

Federal Funds (92.22%)	$167,810
State Funds	14,158
Total	$181,968

Group 1 - 100%
Contract No. 9081
Prefix: 623-1068

B

PUBLIC UTILITY COMMISSIONER OF OREGON

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

Date: January 17, 1980

From: Pattie Hopper, Mgr
Farewell Bend Port of Entry

To: Fran Wolf, Field Services Supervisor

Subject: Observation area extension addition for existing building

Fran I am sending you a copy of the observation area picture as we feel it should be for feasible operation. The way the engineers have drawn out the blue prints we feel would not be a good working condition. There would not be good communication between the persons doing the weighing and the person doing the observation. It would be an awkward situation having to go through Doug's office area to get into the observation area and back through it to get into the main office area. Getting out to the trucks would be no problem but with lack of communication between the weigh area and observation area the weigh masters would not know which truck you were going to check.

If the bids have not been made yet on the blue prints as shown we are hopeful that new blue prints could be made up for the addition as we have it shown.

I am sending a copy of the drawing we have made to Bill Hamilton, hopefully it is not to late to get something done to change the blue print. We have been waiting for the engineers to come back out to check the plans since they had to be resubmitted for bids we understood there would be someone coming back out to the site. Since no one has appeared or contacted us in any way we are wondering just where the progress for starting the job is at.

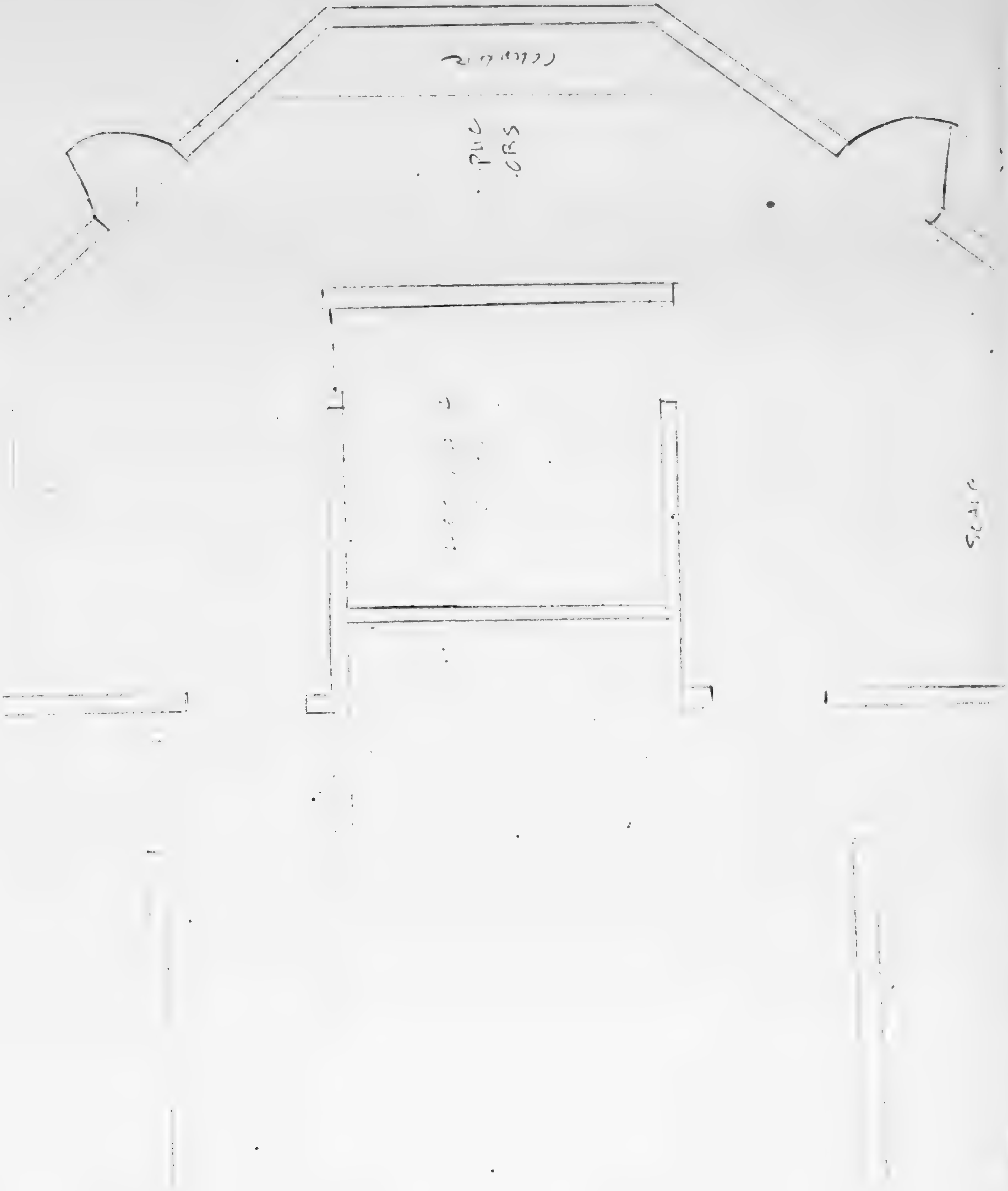
Any information that can be forthcoming on this would be greatly appreciated.

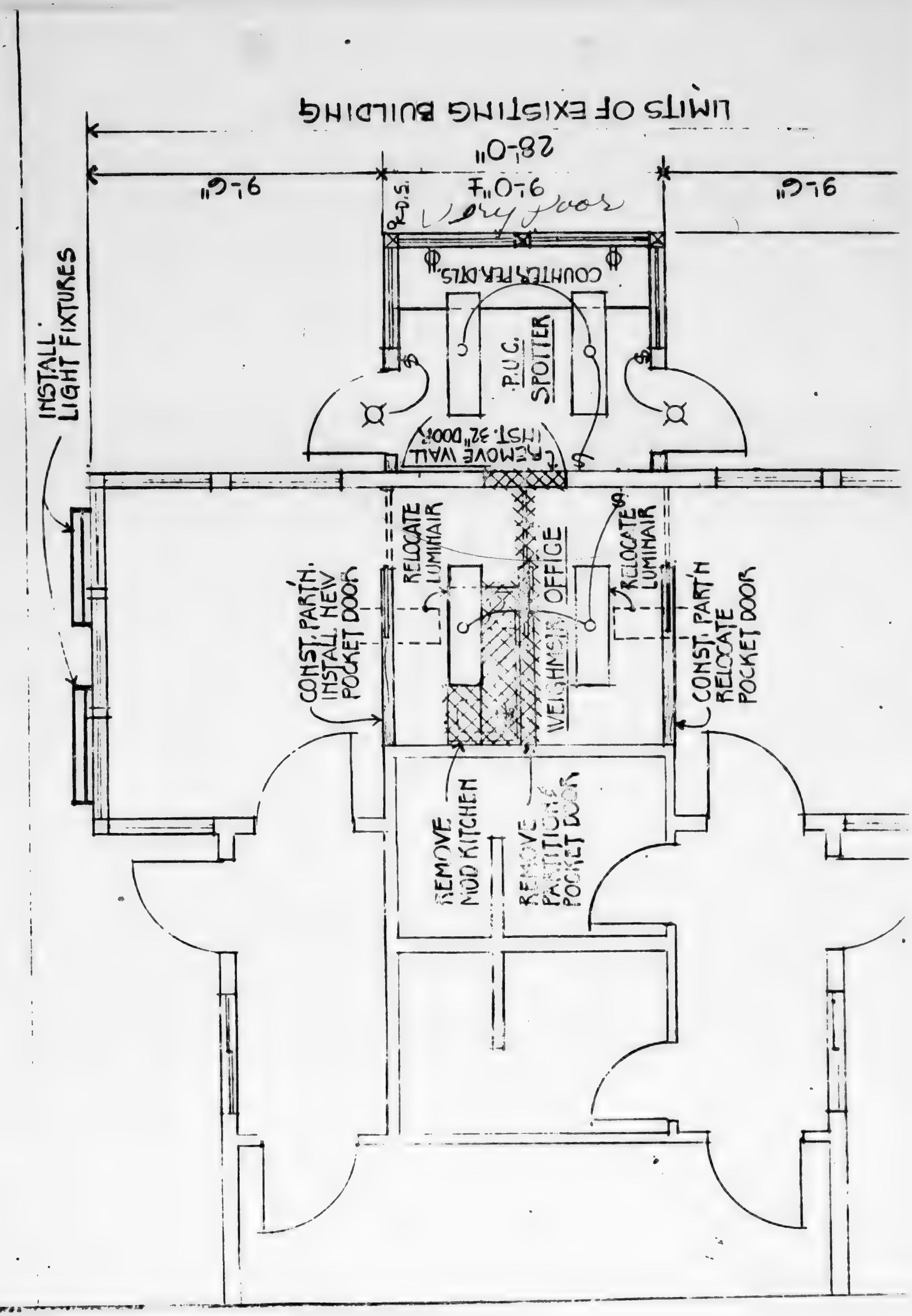
CC: Bob Hamilton
Frank Chalupsky
Scott Coulter
Frank Burnett

RECEIVED
STATE HWY ENG
JAN 21 '80
REFER TO
Hunter
FILE

r.f

our proposal




LIMITS OF EXISTING BUILDING
28'-0"
9'-6"
9'-0" F
9'-6"
R.D.S.
Very Poor
COUNTER PER DTLS.
P.U.C. SPOTTER
REMOVE WALL INST. 32" DOOR
INSTALL LIGHT FIXTURES
RELOCATE LUMINAIR
RELOCATE LUMINAIR
WEIGHMSTR OFFICE
CONST. PART'N INSTALL NEW POCKET DOOR
CONST. PART'N RELOCATE POCKET DOOR
REMOVE MOD KITCHEN
REMOVE PARTITION & POCKET DOOR

1.8 n.V

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

Original Signed By
D. E. Swan

SUBJECT **Port of Entry (Farewell Bend) Section**
Oregon Project No. I-84-8(34)351

1 Versteeg ✓
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
2 Trout
Wakerig

RECEIVED
AUG 30 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Concurrence is requested in rejecting the bids received Aug. 23, 1979 for the subject project. The low bid received from Weaver Construction Co. in the amount of $153,479.00 is $30,327.00 or 24.6% above the engineer's estimate of $123,152.00. We have reviewed the bids and also our estimate, and we find that the low bid is too high to accept.

Our Design Section is reviewing the plans and estimate with plans to make design modifications, if possible, to reduce the project cost. We plan to readvertise for new bids to be received in the near future.

It is our understanding that the preliminary engineering necessary for any design revisions and readvertising expense will be eligible for reimbursement until the date of readvertising as per FHPM Vol. 6-4-1-6 Par. 11i.

Federal Highway Administration Endorsement

Date______________________________
I concur in rejecting the low bid.

G. L. Green, Division Administrator
Federal Highway Administration

DAR:dmc
cc: L. E. George
J. H. Versteeg
R. Hacek

Form 734-3122

B

STATE OF OREG

INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

FROM: R. W. Ellison
R. W. Ellison
Asst. Bridge Engineer

DATE: August 30, 1979

SUBJECT:
Port of Entry (Farewell Bend) Sec.
Old Oregon Trail
Malheur County
Bridges 16296A and B
Re-advertize Contract

Bids received August 23 for the above project were rejected as being excessively above the engineer's estimate. Only two bids were received on the project and it is planned to re-advertize the project in an attempt to attract more bidders and obtain prices more in line with the engineer's estimate.

The two bidders and other contractors who held bidding plans were contacted in an effort to determine if the plans or specs contained any unusual items which would cause bids to be high or cause contractors not to bid. All contractors contacted indicated no problems with the plans and specs. They did have problems finding subcontractors who would bid on the work. Evidently the subs have more work than they can do and are not interested in our project. The contractors recommended that we delay re-bidding until January when the subs will be looking for new work for the coming construction season. Region and PUC were also contacted and are in accord with this thinking.

According, it is planned to re-advertize and receive bids on this project at the January 1980 bid opening. This will be the same job advertized before with the signing and grading work included.

Your concurrence is requested.

RWE:dh

cc D. H. Moehring
J. H. Versteeg

RECEIVED
STATE HWY ENGR
AUG 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

cc Coulter - Info.

RECEIVED
TECHNICAL SERVICES
AUG 30 '79
REFER TO Ellison
FOR
Info | Inves | R/D | D/R | Sign | Ack | File

8-31-79
OK to proceed as outlined.
ESH

81-125-1387

9081 B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-8(34)351

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM STAGE (Check) 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70012

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

8-16

DATE PS&E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 8-1-79

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 6

GENERAL LOCATION:
Port of Entry (Farewell Bend)

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

Permanent Pavement Marking	$ 500
State Furnished Scale	16,300

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's July 30, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $158,845 - Federal Funds $146,486.

A signed copy of the Revised Title Sheet is returned herewith.

DATE 8-1-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-815

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-84-8(34)351

STATE PROJECT NO. See below

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70012

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Interstate 84	Primary 6

GENERAL LOCATION: Port of Entry (Farewell Bend)

GENERAL DESCRIPTION OF WORK: Grade, Pave and Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 9, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $154,083 - Federal Funds $142,095.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79		for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 9, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 70012
Project No. I-84-8(34)351
Port of Entry (Farewell Bend)
Malheur County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on August 23, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Federal Funds (92.22%)	$142,095
State Funds	11,988
Total Cost	$154,083

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 1 [illegible]
REFER TO
FOR

Form 734-3122

I-80N

1859

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1979

Jack Hopkins
Administrator
Registration & Accounts Div.
Public Utility Commissioner
Labor & Industries Building
Salem OR 97310

Remodel and Expansion
Farewell Bend Port of Entry
Old Oregon Trail Hwy., I-80N
Malheur County
Bridge 16296B

Enclosed are two copies of preliminary plans for the subject project. This project is scheduled for an August 23, 1979 bid letting date. Please examine the plans and return any comments on them to us by June 29, 1979.

A preliminary estimate of the project is $122,500 and includes the following items:

1. Building (Remodel & Expansion)	$ 48,000
2. Signing	22,000
3. Scale Pit & Approach Slab	~~20,000~~
4. Low-mount Illumination	2,000
5. Scale (State-furnished)	15,000
Estimated Contract Amount	~~$107,000~~
14 1/2% Engineering & Contingencies	15,500
Estimated Project Authorization	$122,500

The new addition contains 400 square feet with public toilets accessible only from the outside. An enclosed courtyard and arcade provides access to the employees' lunch room. This access is private and not available to the public. The remodeling of the existing building includes a new weighmaster's office and an office addition for a "Spotter" adjacent to the weighmaster's office.

The expansion includes a new electronic truck scale and scale pit; a new signing for truck control at the new scale; and a new "SCALE OPEN" neon sign will be erected to control traffic.

If you have any questions, please call Gordon Ballard (378-6551).

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Asst. Bridge Engineer

Enclosure

cc J. H. Versteeg /w/ 2 encl.
R. P. Hamilton /w/ 2 encl.
W. E. Schwartz /w/ 2 encl.

1 Versteeg
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 18 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

REFERRED TO
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

7641

82N

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. O. Christensen
Final Design Engineer

DATE: February 23, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Farewell Bend Port of Entry
Old Oregon Trail Highway
Malheur County

Attached are two copies of the revised sign study plan for the Farewell Bend Port of Entry. The plan was revised to sign the new scale that will be constructed at the Port of Entry.

A new neon "SCALES OPEN" sign and support along with a new "PARK-BRING IN PAPERS" signal and sign on the existing supports will be required.

For your information, I am attaching a plan of the "SCALES OPEN" sign that was installed at the Ashland Port of Entry. The"SCALES OPEN" sign at Farewell Bend will be identical to the Ashland sign.

L E George
L. E. George
Traffic Engineer

ELS:cs

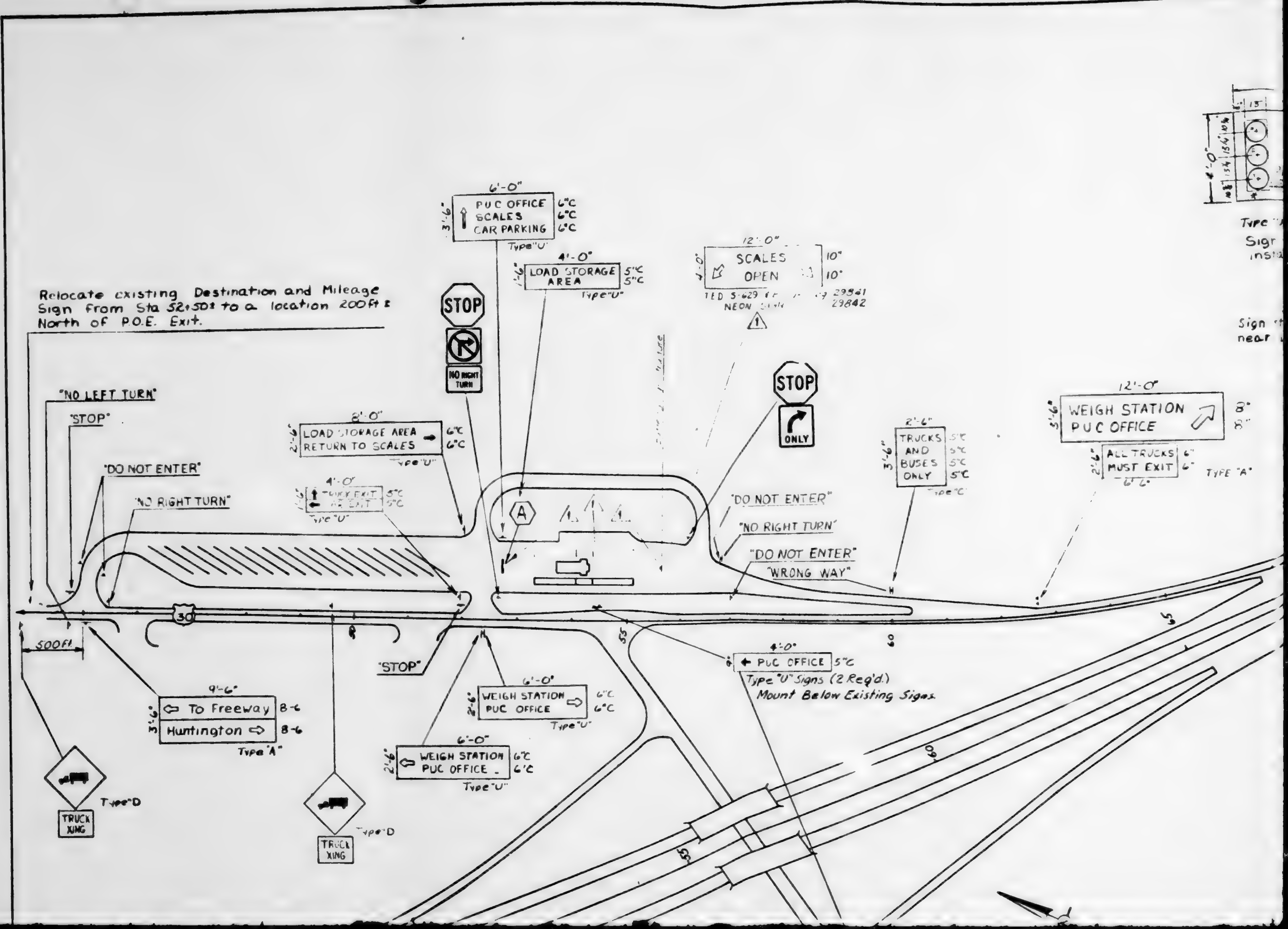
cc: Walter J. Hart
R. P. Hamilton

REFERRED TO
2 Beard ___ Stoudenmeyer ___
___ Cole ___ Sample ___
___ Eriksen ___ 1 Watson ___
___ Hager ___ Dorn ___ Leu ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

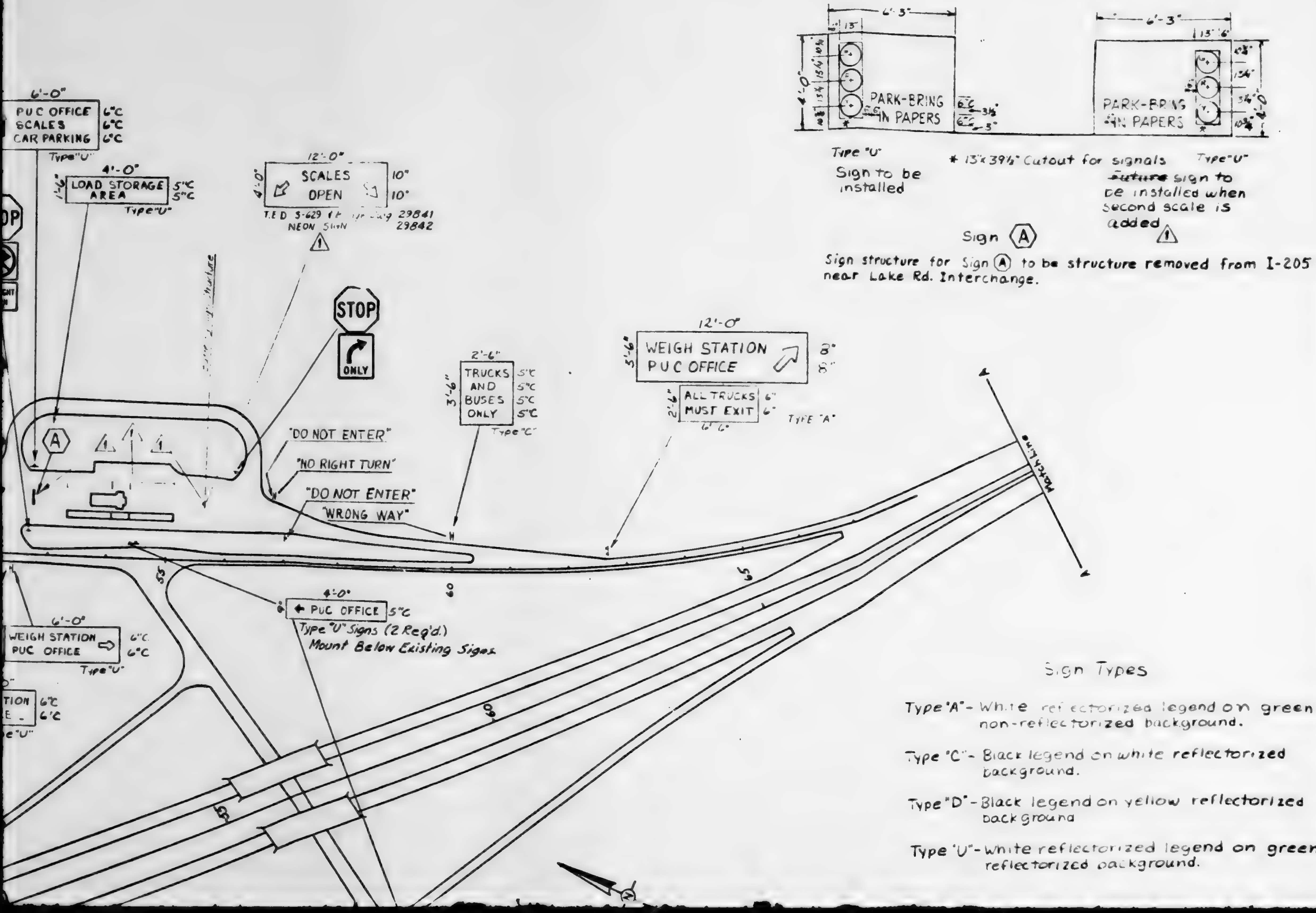
___ Versteeg ___
___ Christensen ___
___ George ___
___ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

RECEIVED
FEB 26 1979
ENGINEERING SECTION

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___


Relocate existing Destination and Mileage Sign from Sta 52+50± to a location 200Ft ± North of P.O.E. Exit.
"NO LEFT TURN"
"STOP"
"DO NOT ENTER"
"NO RIGHT TURN"
8'-0"
2'-6"
LOAD STORAGE AREA ➡ 6"C
RETURN TO SCALES 6"C
Type "U"
4'-0"
1'-6"
TRUCK EXIT 5"C
CAR EXIT 5"C
Type "U"
6'-0"
3'-6"
PUC OFFICE 6"C
SCALES 6"C
CAR PARKING 6"C
Type "U"
STOP
NO RIGHT TURN
4'-0"
1'-6"
LOAD STORAGE 5"C
AREA 5"C
Type "U"
A
12'-0"
4'-0"
SCALES 10"
OPEN 10"
TED S-629 29841
29842
NEON SIGN
1
STOP
ONLY
"DO NOT ENTER"
"NO RIGHT TURN"
"DO NOT ENTER"
"WRONG WAY"
2'-6"
3'-6"
TRUCKS 5"C
AND 5"C
BUSES 5"C
ONLY 5"C
Type "C"
12'-0"
3'-6"
WEIGH STATION 8"
PUC OFFICE 8"
2'-6"
ALL TRUCKS 6"
MUST EXIT 6"
6'-6"
TYPE "A"
30
500Ft
"STOP"
55
60
65
4'-0"
← PUC OFFICE 5"C
Type "U" Signs (2 Req'd.)
Mount Below Existing Signs.
9'-6"
3'-6"
⇦ To Freeway 8-6
Huntington ⇨ 8-6
Type "A"
6'-0"
2'-6"
WEIGH STATION 6"C
PUC OFFICE ⇨ 6"C
Type "U"
6'-0"
2'-6"
⇦ WEIGH STATION 6"C
PUC OFFICE 6"C
Type "U"
TRUCK XING
Type "D"
TRUCK XING
Type "D"
4'-0"
Type
Sign
Sign
near

Sheet 1 of 2


6'-3"
13"
4'-0"
10¾"
13¼"
PARK-BRING IN PAPERS
6"C
6"C
3¼"
5"
Type "U"
Sign to be installed
* 13" x 39½" Cutout for signals
6'-3"
13"
PARK-BRING IN PAPERS
Type "U"
~~Future~~ sign to be installed when second scale is added
Sign (A)
Sign structure for Sign (A) to be structure removed from I-205 near Lake Rd. Interchange.
6'-0"
PUC OFFICE 6"C
SCALES 6"C
CAR PARKING 6"C
Type "U"
4'-0"
LOAD STORAGE 5"C
AREA 5"C
Type "U"
12'-0"
4'-0"
SCALES 10"
OPEN 10"
T.E.D. S-629 & Dwg. 29841
NEON SIGN 29842
STOP
ONLY
"DO NOT ENTER"
"NO RIGHT TURN"
"DO NOT ENTER"
"WRONG WAY"
2'-6"
3'-6"
TRUCKS 5"C
AND 5"C
BUSES 5"C
ONLY 5"C
Type "C"
12'-0"
3'-6"
WEIGH STATION 8"
PUC OFFICE 8"
2'-6"
ALL TRUCKS 6"
MUST EXIT 6"
6" 6"
TYPE "A"
A
Match Line
55
60
65
60
55
4'-0"
PUC OFFICE 5"C
Type "U" Signs (2 Req'd.)
Mount Below Existing Signs
6'-0"
WEIGH STATION 6"C
PUC OFFICE 6"C
Type "U"
TION 6"C
E 6"C
Type "U"

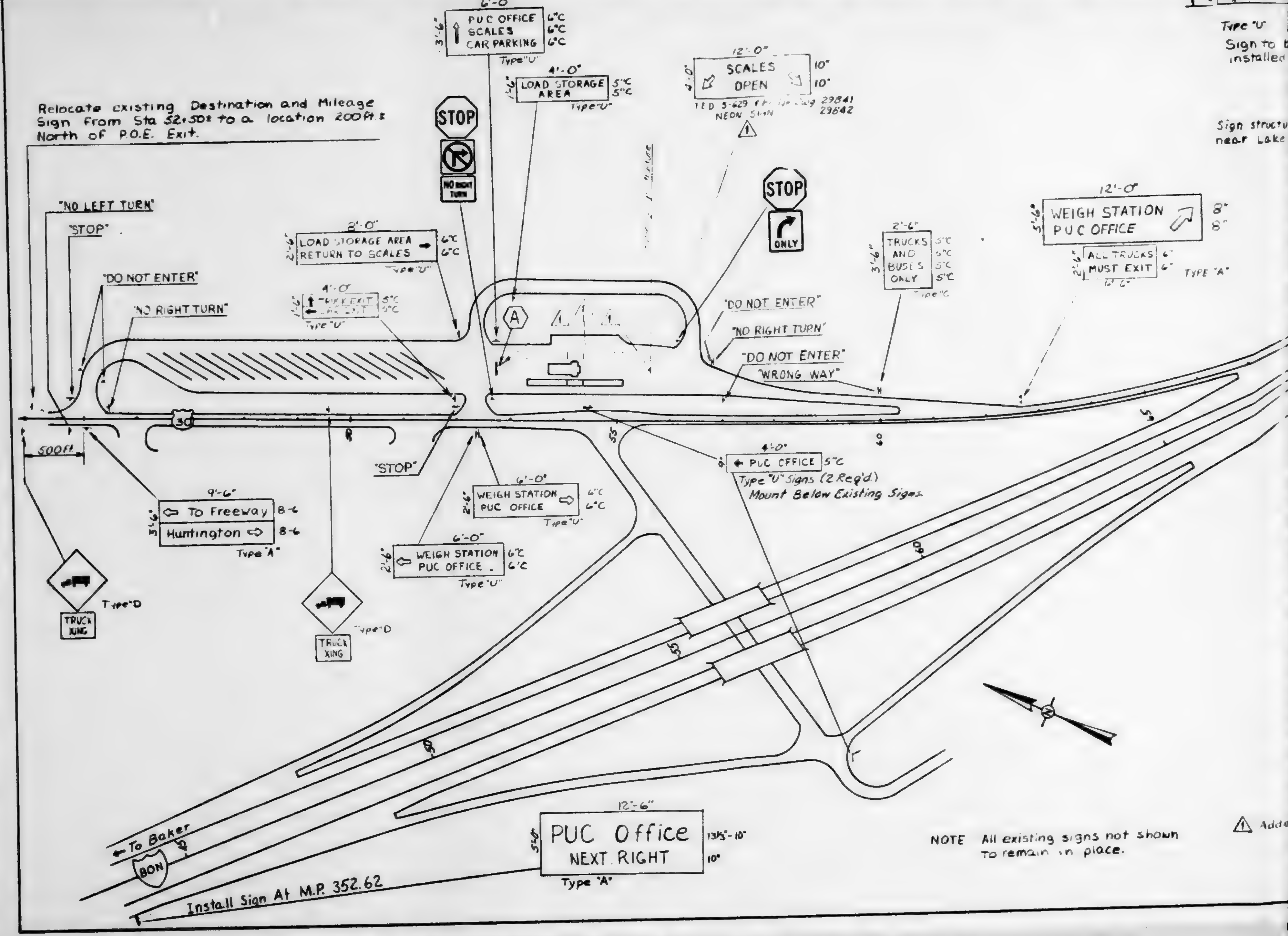
Sign Types

Type "A" - White reflectorized legend on green non-reflectorized background.

Type "C" - Black legend on white reflectorized background.

Type "D" - Black legend on yellow reflectorized background

Type "U" - White reflectorized legend on green reflectorized background.


6'-0"
3'-6"
PUC OFFICE 6"C
SCALES 6"C
CAR PARKING 6"C
Type "U"
4'-0"
1'-6"
LOAD STORAGE 5"C
AREA 5"C
Type "U"
12'-0"
4'-0"
SCALES 10"
OPEN 10"
TED S-629 29841
29842
NEON SIGN
STOP
NO RIGHT TURN
STOP
ONLY
"NO LEFT TURN"
"STOP"
"DO NOT ENTER"
"NO RIGHT TURN"
8'-0"
2'-6"
LOAD STORAGE AREA 6"C
RETURN TO SCALES 6"C
Type "U"
4'-0"
1'-6"
TRUCK EXIT 5"C
CAR EXIT 5"C
Type "U"
A
"DO NOT ENTER"
"NO RIGHT TURN"
"DO NOT ENTER"
"WRONG WAY"
2'-6"
3'-6"
TRUCKS 5"C
AND 5"C
BUSES 5"C
ONLY 5"C
Type "C"
12'-0"
5'-6"
WEIGH STATION 8"
PUC OFFICE 8"
2'-6"
ALL TRUCKS 6"
MUST EXIT 6"
6'-6"
TYPE "A"
30
500 ft.
55
60
65
"STOP"
9'-6"
3'-6"
To Freeway 8-6
Huntington 8-6
Type "A"
6'-0"
2'-6"
WEIGH STATION 6"C
PUC OFFICE 6"C
Type "U"
6'-0"
2'-6"
WEIGH STATION 6"C
PUC OFFICE 6"C
Type "U"
4'-0"
9"
PUC OFFICE 5"C
TRUCK XING
Type "D"
TRUCK XING
Type "D"
60
55
50
N
To Baker
80N
12'-6"
5'-0"
PUC Office 13½"-10"
NEXT RIGHT 10"
Type "A"

Relocate existing Destination and Mileage Sign from Sta 52+50± to a location 200 ft.± North of P.O.E. Exit.

Type "U" Signs (2 Req'd.) Mount Below Existing Signs.

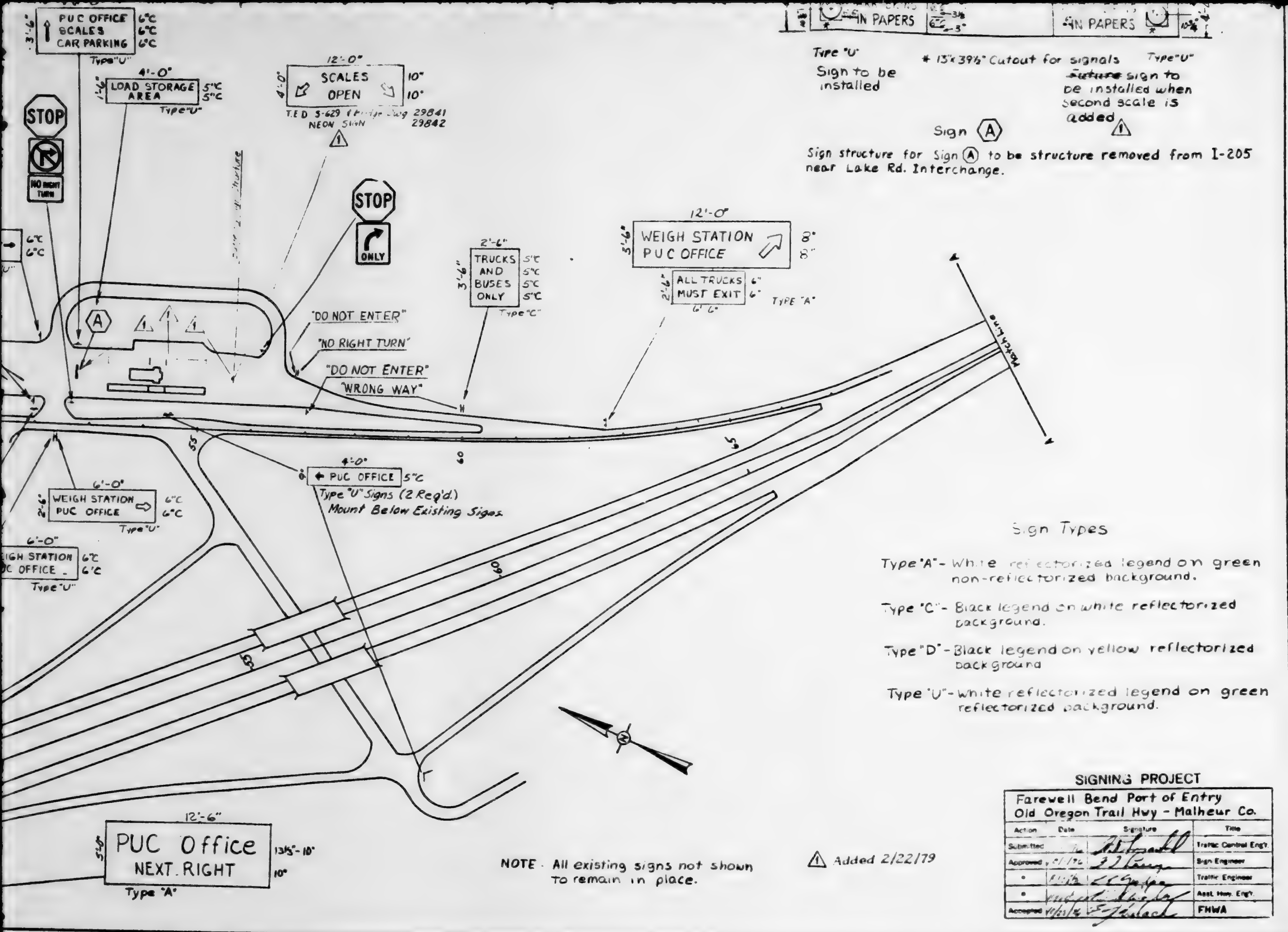
Install Sign At M.P. 352.62

NOTE All existing signs not shown to remain in place.

Type "U"
Sign to
installed

Sign structu
near Lake

1 Add


PUC OFFICE 6"C
SCALES 6"C
CAR PARKING 6"C
3'-6"
Type "U"
4'-0"
LOAD STORAGE 5"C
AREA 5"C
1'-6"
Type "U"
STOP
NO RIGHT TURN
12'-0"
SCALES 10"
OPEN 10"
4'-0"
T.E.D. S-629 & Bridge Dwg 29841
NEON SIGN 29842
STOP
ONLY
2'-6"
TRUCKS 5"C
AND 5"C
BUSES 5"C
ONLY 5"C
3'-6"
Type "C"
12'-0"
WEIGH STATION 8"
PUC OFFICE 8"
3'-6"
ALL TRUCKS 6"
MUST EXIT 6"
2'-6"
6" 6"
TYPE "A"
IN PAPERS
IN PAPERS
6"C
6"C
"DO NOT ENTER"
"NO RIGHT TURN"
"DO NOT ENTER"
"WRONG WAY"
Matchline
A
55
60
65
4'-0"
PUC OFFICE 5"C
Type "U" Signs (2 Req'd.)
Mount Below Existing Signs.
6'-0"
WEIGH STATION 6"C
PUC OFFICE 6"C
2'-6"
Type "U"
6'-0"
WEIGH STATION 6"C
PUC OFFICE 6"C
Type "U"
55
60
N
12'-6"
PUC Office 13½"-10"
NEXT. RIGHT 10"
5'-0"
Type "A"

Type "U"
Sign to be installed

* 13"x 39½" Cutout for signals

Type "U"
~~Future~~ sign to be installed when second scale is added ⚠1

Sign Ⓐ

Sign structure for Sign Ⓐ to be structure removed from I-205 near Lake Rd. Interchange.

Sign Types

Type "A" - White reflectorized legend on green non-reflectorized background.

Type "C" - Black legend on white reflectorized background.

Type "D" - Black legend on yellow reflectorized background

Type "U" - White reflectorized legend on green reflectorized background.

NOTE. All existing signs not shown to remain in place.

⚠1 Added 2/22/79

SIGNING PROJECT

Farewell Bend Port of Entry Old Oregon Trail Hwy - Malheur Co.			
Action	Date	Signature	Title
Submitted	[illegible]	[illegible]	Traffic Control Engr.
Approved	[illegible]	[illegible]	Sign Engineer
"	[illegible]	[illegible]	Traffic Engineer
"	[illegible]	[illegible]	Asst. Hwy. Engr.
Accepted	10/23/[illegible]	[illegible]	FHWA

B

DATE: February 22, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval

On the Consent Calendar for the March 27 meeting will be a request for approval of an Interstate project. This project is not on the approved Six-Year Program.

The volume of truck traffic being processed through the Farewell Bend Port of Entry has increased far in advance of what was originally anticipated. At times, the line of waiting trucks has backed up to the freeway exit. We propose to enlarge the existing building and install a second scale to handle the traffic. We need to construct this project as soon as possible. The estimated cost is $128,500, with federal participation of $118,200 and State matching funds of $10,300.

This project has been investigated and is eligible for Interstate funding. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

DES:dmc

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
W. E. Schwartz
George Bell

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 2-21-79

Proposed Section: Farewell Bend Port of Entry Region: 5

Highway: Old Oregon Trail I-84 St. Hwy. No. 6 M.P. 353 to M.P. - Length: -

County(s): Malheur (Attach Sketch Map)

Recommended Construction Date: June 1979 Proposed 6 YP 1979-80

Method of Doing Work: Contract Yes St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Interstate Funds

FAI ☒, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	N/A									
Proposed Facility:										

D. DEFINE THE PROBLEM: The volume of truck traffic processed at Farewell Bend POE has increased at a greater rate than originally anticipated. Truck traffic waiting for the scale has, at times, backed up to the freeway exit.

E. PROPOSED SOLUTION: Install a second scale to handle increased truck volume and remodel the building to accommodate additional personnel.

F. REASON FOR REQUEST AT THIS TIME: The Oregon Legislative Emergency Board has allocated additional funds for this project in response to a request made by the Public Utility Commissioner.

G. COST ESTIMATE

Roadway Work	$ N/A
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	N/A
Structures	N/A
Other (Define) Scale site expansion and building remodel.	128,500
Preliminary Engineering (By Whom) Being done under existing prefix.	
TOTAL	$ 128,500

H. REQUESTED BY: W. J. Hart
XXXXXXXXXXXX Section Head

Approval/~~Disapproval~~ ____ 2/22/79
State Highway Engineer Date

Approval/~~Disapproval~~ ____ 2/23/79
Asst. Director ~~for Operations~~ PTOD Date

Oregon Transportation Commission

Approval Date March 27, 1979

Remarks & Action Taken:

Form 734-1386 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

80N

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. H. Moehring
Asst. State Highway Engineer

DATE: February ~~13~~ 21, 1979

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Remodel and Expansion
Farewell Bend POE
Old Oregon Trail Hwy. (I-80N)
Malheur County
Bridge 16296B

The Public Utility Commissioner has requested permission and funds from the Legislature to expand the operations of the subject Port of Entry to two scales. The Emergency Board has granted this request.

It will be necessary to remodel the building and install a new scale to facilitate this additional scale operation. The present scale is located on the west side of the building. The new scale will be located on the east side of the building. New signing is required for this additional operation.

The 1973 Transportation Act has made truck weighing eligible for federal funds.

The project should be examined for FHWA participation in the weighmaster portion of the expansion and remodeling. This portion includes the following:

1. Building $ 8,000
   [illegible] sq. ft. remodel
   [illegible] sq. ft. addition
2. Signing [illegible]
   Truck control signal and sign $ [illegible]
   [illegible] (including support) 10,000
3. Scale pit and approach slab [illegible]
4. Scale [illegible] [illegible]
5. [illegible] [illegible]
   [illegible] [illegible]
   [illegible] (inspection) [illegible]

[illegible] [illegible]
[illegible] [illegible]

RECEIVED
FEB 13 1979
ENGINEERING SECTION

1 Versteeg ✓
1 Christensen
George
1 Olson
Terpin
Sullivan
Scott
Anderson
Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard
Stoudenmeyer ✓
Cole
Sample
Eriksen
Watson
Hager
Dorn
Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

90-1

1859

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. L. E. George
Traffic Engineer

DATE: February 13, 1979

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Remodel and Expansion
Farewell Bend POE
Old Oregon Trail Hwy. (I-80N)
Malheur County
Bridge 16296B

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It will be necessary to remodel the building and install a new scale to facilitate this additional scale operation. The present scale is located on the west side of the building. The new scale will be located on the east side of the building. New signing is required for this additional operation.

A new "Scale Open" neon sign and support along with a new "Park, Go, Stop" signal and sign on the existing support will definitely be required. We will need to obtain sign plan approval from the Permit Section and PUC.

Please forward the revised sign plan to Road Design Section for their action.

[illegible]

cc J. H. Versteeg
R. P. Hamilton

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
FEB 13 1979
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON

INTEROFFICE MEMO 80N

TO: Mr. J. H. Versteeg
Road Design Engineer

DATE: February 13, 1979

FROM: Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT: Remodel and Expansion
Farewell Bend POE
Old Oregon Trail Hwy. (I-80N)
Malheur County
Bridge 16296B

The Public Utility Commissioner has requested permission and funds from the Legislature to expand the operations of the subject Port of Entry to two scales. The Emergency Board has granted this request.

It will be necessary to remodel the building and install a new scale to facilitate this additional scale operation. The present scale is located on the west side of the building. The new scale will be located on the east side of the building. New signing is required for this additional operation.

Please review your original plans for whatever revisions are necessary for the installation of the new scale pit and approach slab.

GJB:dh

cc R. P. Hamilton

RECEIVED
FEB 13 1979
ENGINEERING
SECTION

/ Versteeg ✓
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

Trout
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Bring Up / /
Action

81-125-1387

1021

80N

Salem, Oregon
March 8, 1977

A. D. Olson
Preliminary Design Engineer

W. E. Schwartz
Region 5 Engineer

Farewell Bend Port of Entry
Old Oregon Trail Highway
Malheur County

While using the plans for the Farewell Bend Port of Entry to layout a proposed P.O.E. at Klamath Falls, we found some revisions which would appear appropriate.

We understand that a 10' wide truck scale is to be used on the "FB" line. If so, the approach slabs would normally be 12 feet wide (to center the trucks approaching the scale) rather than the 16' slabs indicated on Drawing No. 22365.

We are advised that the future truck scale on the "TL" line will be an electronic unit 14' wide, requiring 16' approach slabs, and will be set 3' further from the building than a mechanical scale. To allow for this the left edge of pavement (including the parking area) along the "TL" line should be out 7' further from about 0+25 to 3+80---approximately as indicated on the attached copy of sheet 3 of the plans.

These changes would be appropriate and should be incorporated in the project unless you are aware of some reason to the contrary.

This has been discussed briefly with Dick Nichols, F.H.W.A., and he can see no reason for objection.

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
[illegible]

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MAR 10 1977
ROAD
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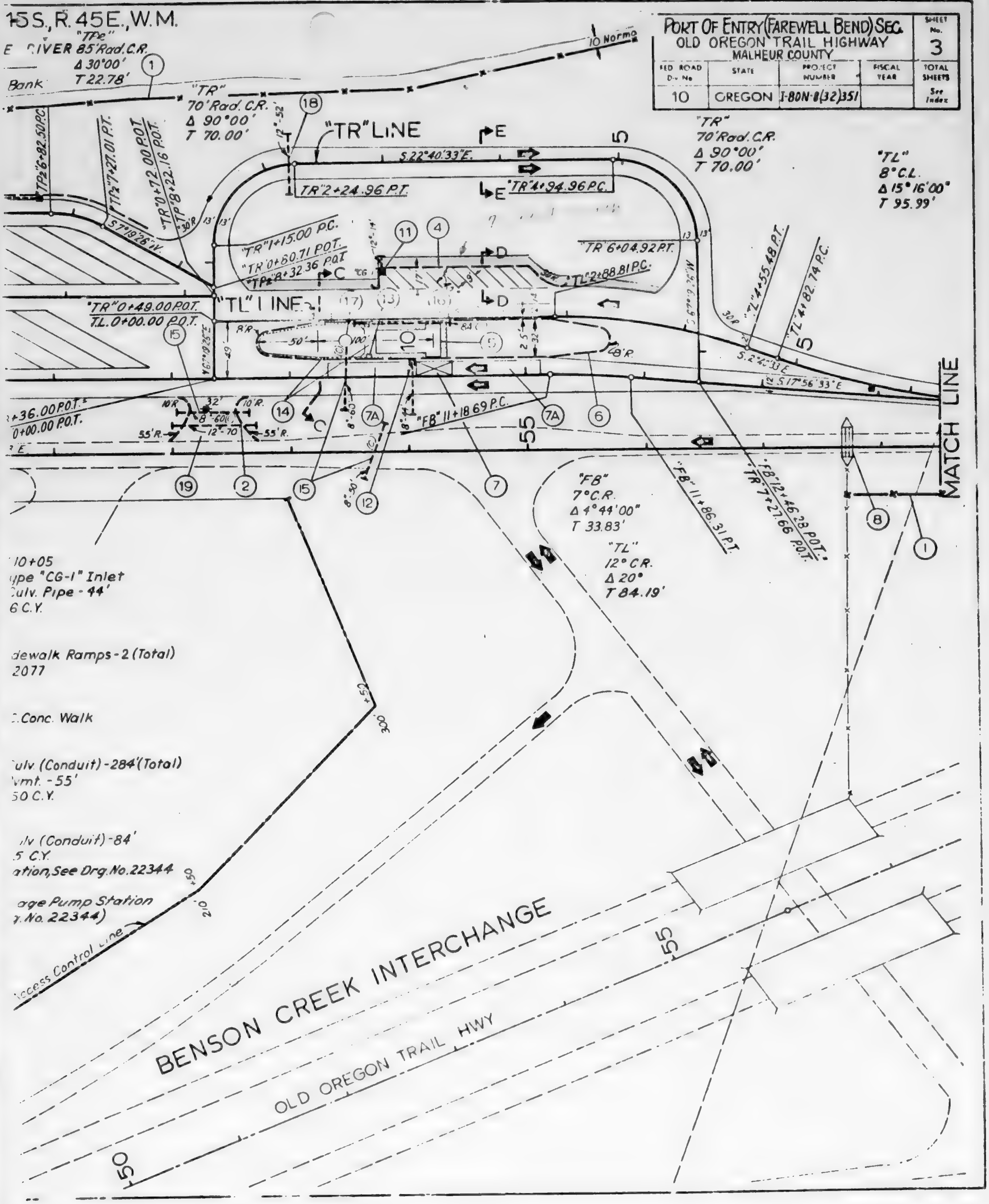
ADO:az
Attachment
cc: C. T. Keasey
Dick Nichols, F.H.W.A.
Bob Hamilton

PORT OF ENTRY (FAREWELL BEND) SEC. OLD OREGON TRAIL HIGHWAY MALHEUR COUNTY				SHEET No.
				3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-80N-8(32)351		See Index


15S., R.45E., W.M.
"TPe"
E RIVER 85' Rad. C.R.
Δ 30°00'
T 22.78'
Bank
10 Normo
"TR"
70' Rad. C.R.
Δ 90°00'
T 70.00'
"TR" LINE
S.22°40'33"E.
TR 2+24.96 P.T.
"TR" 4+94.96 P.C.
"TR"
70' Rad. C.R.
Δ 90°00'
T 70.00'
"TL"
8° C.L.
Δ 15°16'00"
T 95.99'
TPe 6+82.50 P.C.
TPe 7+27.01 P.T.
"TR" 0+72.00 P.O.T.
"TP" 8+22.16 P.O.T.
S.7°19'26"W.
"TR" 1+15.00 P.C.
"TR" 0+80.71 P.O.T.
"TPe" 8+32.36 P.O.T.
"TR" 6+04.92 P.T.
"TL" 2+88.81 P.C.
"TL" 4+55.48 P.T.
"TL" 4+82.74 P.C.
"TR" 0+49.00 P.O.T.
T.L. 0+00.00 P.O.T.
"TL" LINE
S.2°4'33"E.
S.17°56'33"E.
+36.00 P.O.T.
0+00.00 P.O.T.
"FB" 11+18.69 P.C.
"FB" 11+86.31 P.T.
"FB" 12+46.28 P.O.T.
"TR" 7+27.66 P.O.T.
"FB"
7° C.R.
Δ 4°44'00"
T 33.83'
"TL"
12° C.R.
Δ 20°
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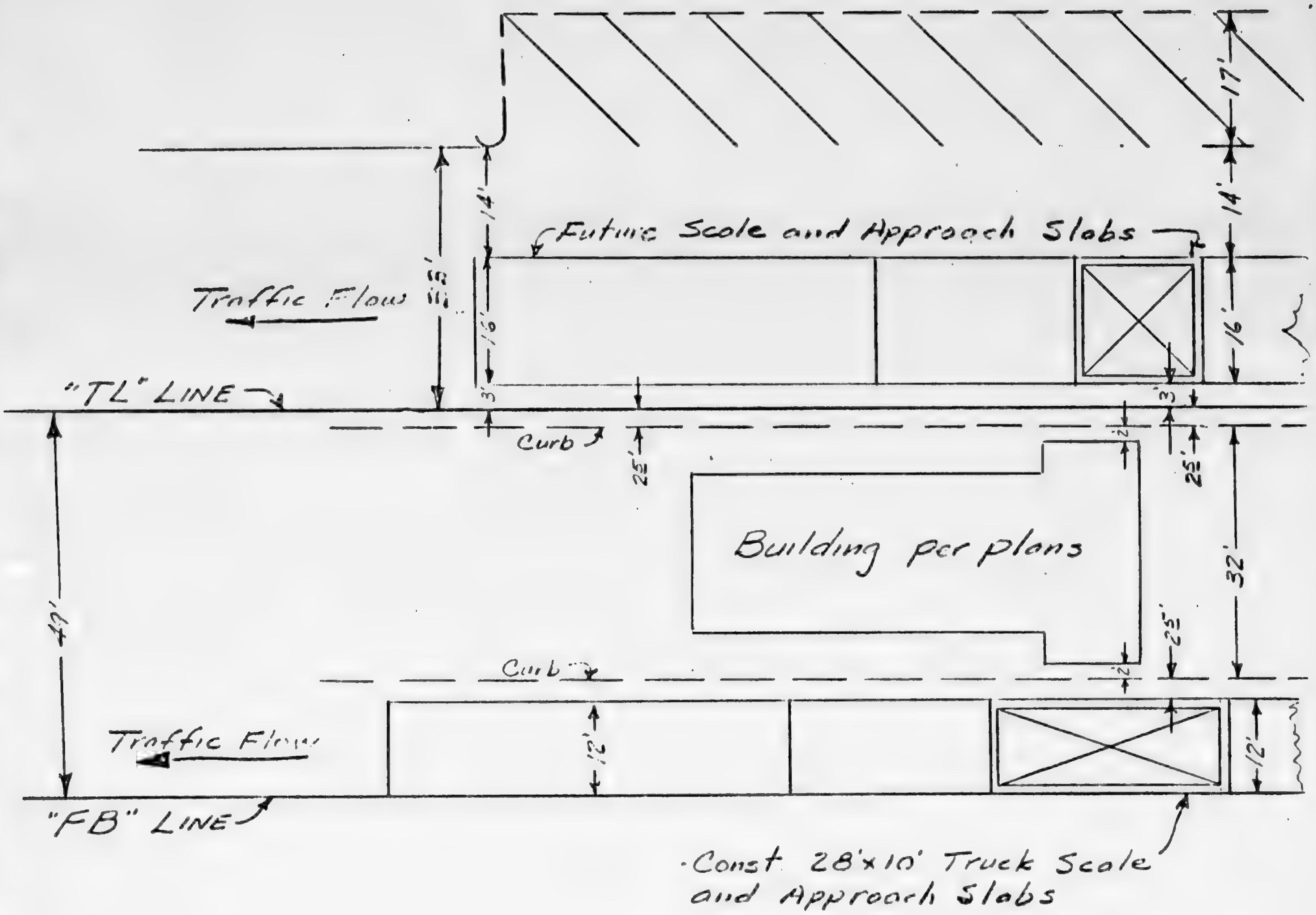
ype "CG-1" Inlet
Culv. Pipe - 44'
6 C.Y.
dewalk Ramps - 2 (Total)
2077
Conc. Walk
Culv. (Conduit) - 284' (Total)
vmt. - 55'
50 C.Y.
ulv. (Conduit) - 84'
5 C.Y.
ation, See Drg. No. 22344
age Pump Station
g. No. 22344)
Access Control Line
+52
300'
+50
210'
BENSON CREEK INTERCHANGE
OLD OREGON TRAIL HWY
50
55


17'
14'
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Future Scale and Approach Slabs
Traffic Flow
16'
16'
"TL" LINE
3'
3'
Curb
25'
25'
2'
Building per plans
32'
47'
25'
Curb
2'
Traffic Flow
12'
12'
"FB" LINE
·Const 28'x10' Truck Scale and Approach Slabs

FAREWELL BEND P.O.E.

REVISED PAVEMENT WIDTH
FOR FUTURE SCALE

Prelim. Design 4-3-77

SCALE 1"=20'

yellow 80N

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

February 2, 1977

FILE:

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

TO: C. D. Hiatt
RESIDENT ENGINEER

SUBJECT: Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9095	00	"TR" Line, Centerline	Profile Grade
	01	"TR" Line, Centerline	Subgrade
	02	"FB" Line, Centerline	Profile Grade
	03	"FB" Line, Centerline	Subgrade
	04	"TP^2" Line, Centerline	Profile Grade
	05	"TP^2" Line, Centerline	Subgrade

Attachment
cc: Bob Gettis

80N

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
P.O. BOX 700
VALE, OREGON 97918

IN REPLY REFER TO
3610

JAN 21 1977

Oregon State Highway Division
Region 5
P.O. Box 850
LaGrande, OR 97850

ATTN: Bob Aldrich

Dear Mr. Aldrich:

In reference to the construction of port-of-entry at Farewell Bend, you have stated that all materials will be moved from private land or purchased from a private source. This answers the question that we had and we have no further questions concerning the construction of the port-of-entry.

Sincerely,

Fearl M Parker
Fearl M. Parker
District Manager

☐ RE ☐ ROE ☐ RBE ☐ RME
☐ ROE JAN 24 1977 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

cy Don Trout
Cust 1.4
D. Heatt

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JAN 25
ROAD DESIGN SECTION
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Do not File

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

bcc: Don Trout - Per your request. We will send you his letter en we receive it. Please make distribution.

District 14
Dale Hiatt

Copy
Copy
1

~~1-31-77~~

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 13, 1977

Mr. Fearl M. Parker, District Manager
Bureau of Land Management
P. O. Box 700
Vale, Oregon 97918

Dear Mr. Parker:

RE: **Port of Entry (Farewell Bend)**

In answer to your questions concerning material sources for the construction of the Port of Entry, the plans have been changed. We are now offering only one material source which is mandatory, located at Porter Flat. This is an existing private source and has crushed aggregate stockpiled there. The Highway Division has purchased this material to be used for shoulder aggregate and aggregate for Cement Treated Base.

The contractor must obtain his own material source for approximately 18,500 cubic yards of embankment and 4,500 tons of asphalt concrete. We feel that the contractor and the adjacent property owner, C. Ramsey, will work out an agreement for the embankment because Ramsey wants some of the humps removed from his property. We also feel the contractor will obtain the paving materials from a commercial source due to the small quantity involved.

According to our telephone conversation of January 13, 1977, this answers your questions. You indicated there were no problems now and would so notify us by letter.

Sincerely,

BA

Bob Aldrich
Regional Office Engineer

BA/dm

Form 81-734-3123

7081

80N

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 10, 1977

In reply refer to: 1041EC.3

SUBJECT: Oregon Project I-80N-8(32)351
Port of Entry (Farewell Bend)
Mandatory Aggregate Material Source

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I concur that it is in the public interest to use the mandatory aggregate material source located in the Porters Flat Quarry for the subject project.

G. K. Hosmer
for G. L. Green

✓
3 Doc
2 ArtB

cc, D. C. Christensen

RECEIVED
STATE HWY ENGR
JAN 11 '77
REFER TO

9081

1 Versteeg
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Christensen
Scott
2 Swenson
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December 14, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Mandatory Aggregate Material
Source
Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County

The subject project will require approximately 13,000 cubic yards of 3/4 minus material for the production of cement treated base and aggregate shoulder material.

The source of this material is located in the Porters Flat Quarry. The state has entered into a lease and sale agreement with the owners of this quarry for the material which is already crushed and stockpiled on the site.

We consider it to be in the public interest to use this aggregate material for the following reasons:

1. The source is located approximately 8-1/2 miles southeast of the project site via the Olds Ferry-Ontario Highway.
2. The only other source would be from a commercial plant in Ontario which is 25 miles from the project site.
3. The state has used this material in the past for cement treated base and has found it satisfactory.

We seek your approval of our proposal to make use of the source mandatory.

Very truly yours,

A

J. H. Versteeg
Road Design Engineer
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:jh

1C41

80N

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
November 19, 1976

Duane O. Christensen
Final Design Engineer

D. H. Moehring
Maintenance Engineer

Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County

Attached is a copy of L. L. Wallace's letter of November 18, 1976, and one print each of Drawings 22369 and 29737 showing details necessary for State Force work in relocating and adding signs to the existing sign bridge at Station 1343+00 Westbound.

If additional copies of drawings are needed, please advise the Bridge Section.

DOC:az
cc: W. E. Schwartz
R. Hamilton
W. Cole

10 11

I-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 18, 1976

FILE:

BR 16296

L. L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO: Mr. Duane O. Christensen
Final Design Engineer

SUBJECT:
Port of Entry (Farewell Bend)
Old Oregon Trail Highway
Malheur County

Enclosed are two copies of drawings 22369 and 29737 which show the necessary details for relocating the signs and adding a new sign to the existing sign bridge at Sta. 1343+00 Westbound. The foregoing work is to be done by state forces.

Drawings 22367, 22368, 21355, and 28124 which show the details for the butterfly sign support at Sta. "FB" 8+80 Lt. were previously sent to you for inclusion in the contract drawings.

RLM:dh
Enclosures (2)

RECEIVED

REFERRED TO
✓ Beard WGB Reed
Cole Sample
Erikson Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Copy of plans sent
to Moehring 11-19-76
Dx.

ALL CLEAR 11/18/76

Donald L Dost

80N

ENVIRONMENTAL REVIEW

Section Port of Entry (Farewell Bend)
Highway Old Oregon Trail
County Malheur Region
Type of Work 6-P- Facilities
Funds

PROJECT ASSESSMENT ☐
NEGATIVE DECLARATION ☐
ENVIRONMENTAL IMPACT STATEMENT ☐

State Funds

DIVISION OF STATE LANDS: None

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: Mat'l. Source is material from a stockpile - no permit required.

FISH & WILDLIFE COMMISSION: None

CORPS OF ENGINEERS: None

DEPT. OF ENVIRONMENTAL QUALITY: N/A (Noise)

OTHER: Archaeological: N/A - All clear, Hr. 11-8-76

80N

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE November 2, 1976

TO Duane O. Christensen
Final Design Engineer

K Chatwood

FROM K. A. Chatwood
Administrative Right Of Way Agent

SUBJECT Farewell Bend
Port of Entry
Preliminary Plans for Review

Your preliminary plans show a manditory material source. We were given to understand that this would be the contractor's responsibility and have so notified our field people.

Please advise if the manditory source will be in the specifications.

KAC:ha

cc: Robert Hamilton
Verne Allen
W. F. Schwartz

Versteeg
Olson
Christensen Don
Scott
Swenson
Savage
Trout

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 26, 1976

FROM: L. E. George
Traffic Engineer

TO: W. E. Schwartz
Region 5 Engineer

SUBJECT: Signing
Farewell Bend Port of Entry
Interstate 80N
Malheur County

The preliminary sign plans for the above project, that were sent to you at an earlier date, showed a new sign to be installed on a sign bridge near Ontario at M.P. 377.64 WBD. Due to the distance from this sign to the Port of Entry, it was decided to have it installed by State Forces.

Please make all arrangements to have the sign and its luminaries ordered and installed by the opening date of the Port of Entry, which is anticipated to be July 1, 1977.

Also, please make arrangements to have the butterfly sign structure, currently located on I-205 near the Lake Road Interchange in Region 1, delivered to the job site so the contractor can make the installation on the new footings. The delivery date should be coordinated with the Resident Engineer for the project.

If any additional information is needed for either of these items, please let me know.

L. E. George
Traffic Engineer

ELS:vhl
Attachment
cc: E. L. Hardt
R. P. Hamilton
F. T. Lacey
C. G. Swenson
G. J. Ballard

1 ✓
copy
2

80N

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE	October 22, 1976
TO	Verne Allen Right of Way Supervisor
FROM	K. A. Chatwood Adm. R/W Agent
SUBJECT	Fill Dirt Farewell Bend Port of Entry

You have advised that Mr. Ramsey has fill dirt available should it be necessary for the above project.

Mr. Bill Cole, Design, advised this date that about 16,000 yards will be necessary and that the contract will call for this to be furnished by the contractor.

Pass this information to Mr. Ramsey. As soon as the successful contractor has been announced, also advise him the name and address.

KAC:ef:jc
cc: W. Schwartz
Dale Hiatt
Bill Cole

REFERRED TO
Board ✓ Reed
✓ Cole Sample
Erikson Watson
Heger Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson Don
2 Christensen
Scott
copy Swenson
Savage
3 Trout
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Note 10-26-76

Ramsey's borrow source would not require a DOGMI permit as the removal would be for the purpose of leveling his property for possible development. Ausmus to Trout 10-26-76

80N

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: BR 16296

Salem, Oregon
October 15, 1976

NOTED
G. J. BALLARD

FROM: Gordon J. Ballard
Supervising Design Engineer

TO: Memo to the File

SUBJECT:

Port of Entry (Farewell Bend)
I-80N
Baker County

A meeting was held at 9 a.m. today to report on the progress of the design of Farewell Bend Port of Entry. There were representatives at the meeting from PUC, Road Design, Weighmasters, Bridge Section, Traffic, and Right of Way.

The Sign Plan was discussed and a number of changes were discussed. This included deleting the stop and go legend on Sign A, eliminating the "Car Parking" and "Park in Designated Areas Only" signs. These signs will be used only if it is determined that they are necessary.

PUC indicated that eastbound trucks should have some signing advising them that PUC Permits are available at the next interchange. Traffic will design the signing.

It was never determined whether the sign is to be contracted or done by state forces. Mr. Hamilton should be able to find out.

Bill Cole, Road Design, said that a preliminary estimate indicated a $29,000 surplus. Care should be taken to restrict any additional expenses. Landscaping was the only additional expense not complete resolved. Limited landscaping will be done in the island around the building. Duct work under paving will provide for future landscaping plans.

The existing wells should be protected. Any change in this arrangement will be discussed with the field. There was an opinion that the wells being of such a low yield that maybe they should be abandoned.

Right of Way Section indicated that they have an agreement signed for water and sewage treatment. The only loose end to be tied up was the permanent easements for the sewer and water lines. This will be completed when the design is finalized. Mr. Chatwood indicated the borrow was available near the sewage lagoon site behind the motel. Mr. Cole said they wanted to clean up a quarry site in the vicinity.

The building was discussed and it was indicated that Boise Cascade is still interested in providing a building for us. However, a letter was received from them indicating no further interest in prefabing a building for us. PUC called and found out that the letter is correct and Boise Cascade has no interest in the building as planned.

Vern Busch, Asst. Chief Weighmaster, will accompany Bob Dixson and Rob Edgar to Ashland POE on next Monday night to determine what outside lights the Weighmasters want. They will experiment with some lighting equipment.

The plans and specifications should be complete by next Monday, October 25, 1976. There will be a meeting on Monday, October 25 at 1:15 p.m. in the Small Conference Room to discuss any loose ends that are left.

GJB:dh

cc R. P. Hamilton
Jack Hopkins, PUC
R. W. Ellison
Wilfred Cole
D. O. Christensen
Elmer Scofield
C. G. Swenson
Floyd Lacey

1 Vertrees ✓
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BY FINAL DESIGN ENGINEER

80N

Salem, Oregon
September 21, 1976

W. E. Cole
Design Team Supervisor

Dale Hiatt
Resident Engineer

Port of Entry (Farewell Bend)
Old Oregon Trail
Malheur County

I called Dale Allen in La Grande and he said to forward this assignment to you. As always we need this information yesterday hope you can work it into your schedule.

Please stake and cross section the "FB" Line as shown on the included plan. Have the cross sections cover the existing Old Oregon Trail Highway to the right and the top of the river bank break on the left.

Give us your recommendation on the disposition of the existing cattle guard at Sta. "D" 55+75±.

Hopefully you can equate the "FB" Line to the existing Old Oregon Trail stationing ("D" Line).

WEC:az
Attachments

1 Versteeg ✓
3 Olson
2 Christensen DOV
Scott
Swenson
Savage
Trout

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-80N

Salem, Oregon
September 15, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49410 - Ramsey
Port of Entry (Farewell Bend) Section
Old Oregon Trail Highway
Malheur County

Attached is a description, an authorization and R/W prints covering required R/W on the subject section.

BY: R
Robert R. Rounds
R/W Description Supervisor

RRR:md

Attach.

[illegible]

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 14, 1976

FILE:

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Farewell Bend Port of Entry
Interstate 80-N
Malheur County

TO: MEMORANDUM TO THE FILES

I called Mr. Dale Allen this morning to discuss possible problems we might have with DEQ, Fish and Wildlife, etc., on the construction of this facility. The prime concern was the fact that we would be collecting drainage water from the paved areas and depositing it somewhere near the Snake River. The water would undoubtedly be contaminated from gas, diesel, dirt, etc., that would accumulate in the paved areas.

The drainage for the facility has not been designed yet but it was Mr. Allen's recommendation that any outlets be routed northerly to the ditch along the old highway toward Huntington. This would allow the water time to soak into the ground before it reached the river. He also said he would review the possible problem and make a reply.

DLT:jh
cc: Dale Allen
Duane O. Christensen

Versteeg ✓ DLT
jh copy Olson
Christensen
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Swenson
Savage
Trout

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☐ RE ☐ RCE ☐ RBE ☐ RME

☐ ROE SEP 7 1976 ☐

☐ RDE RECEIVED REGIONAL OFFICE ☐

La Grande, Oregon 97850
September 2, 1976

Verne A. Allen
Regional R/W Supervisor

J. B. Boyd
Right of Way Engineer

SALEM

File No. 49217
Port of Entry -- Farewell Bend
Old Oregon Trail Highway
Malheur County

Versteeg ✓
Olson
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Scott
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Attn: K. A. Chatwood
Administrative R/W Agent

Talked to a representative of the Malheur County Planning Commission September 1, 1976. Made a written application for a change in land use for subject property. The usual procedure is for the planner to read the application at the next meeting, September 23, 1976, then vote on it at the following meeting a month later giving the Commission a chance to view the property, etc. However the planner is going to try and arrange things so the vote can be taken at the September 23rd meeting.

I will attend this meeting and probably should have the following information:

1. Will this facility serve both the East and West bound traffic lanes.

2. What functions (complete list) are carried on at a Port of Entry.

3. Could I have a tracing of the proposed landscaping -- if the money is available. I understand Malheur County is quite concerned re the landscaping around new improvements of this type.

4. How many people will be employed at the Port of Entry.

5. Will it be open 24 hours a day, 7 days a week.

6. Can I give out the figures on the cost and expected revenue and what are these figures.

7. What is the date that that we expect to have construction completed and in operation?

8. What are our plans for future Ports of Entry, locations, etc? And, any other pertinent information re the facility.

Mld 9-7-76 cp.

Clyde Ramsey and Dale Hiatt will attend this meeting with me.

VERNE A. ALLEN
Regional R/W Supervisor

VAA/crp

cc: W. H. Schwartz — 9/8 Bill Cole

1-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR. 16296

May 13, 1976
Salem, Oregon

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Robert P. Hamilton
Permits

SUBJECT: Farewell Bend (Port of Entry)
Project Time Schedule
I 80N

Pursuant to my memorandum of April 23, 1976, I enclose a time schedule for the Farewell Bend project.

We have been in contact with various personnel involved in the job and are now able to present what we believe to be a realistic schedule. By May 12 we were able to begin preliminary design for the facility.

As you can see from this schedule, we anticipate being able to receive bids on September 23. We are currently expecting six months construction time beyond the September 23 date.

It may be possible to complete and occupy the building in a shorter time and finish incidental work after that. We will make every effort possible to shorten the construction time as we progress through the design stage.

Our understanding is that an agreement is being made with the local motel owner to supply water and sewage disposal service for our proposed facility, and design work is proceeding accordingly.

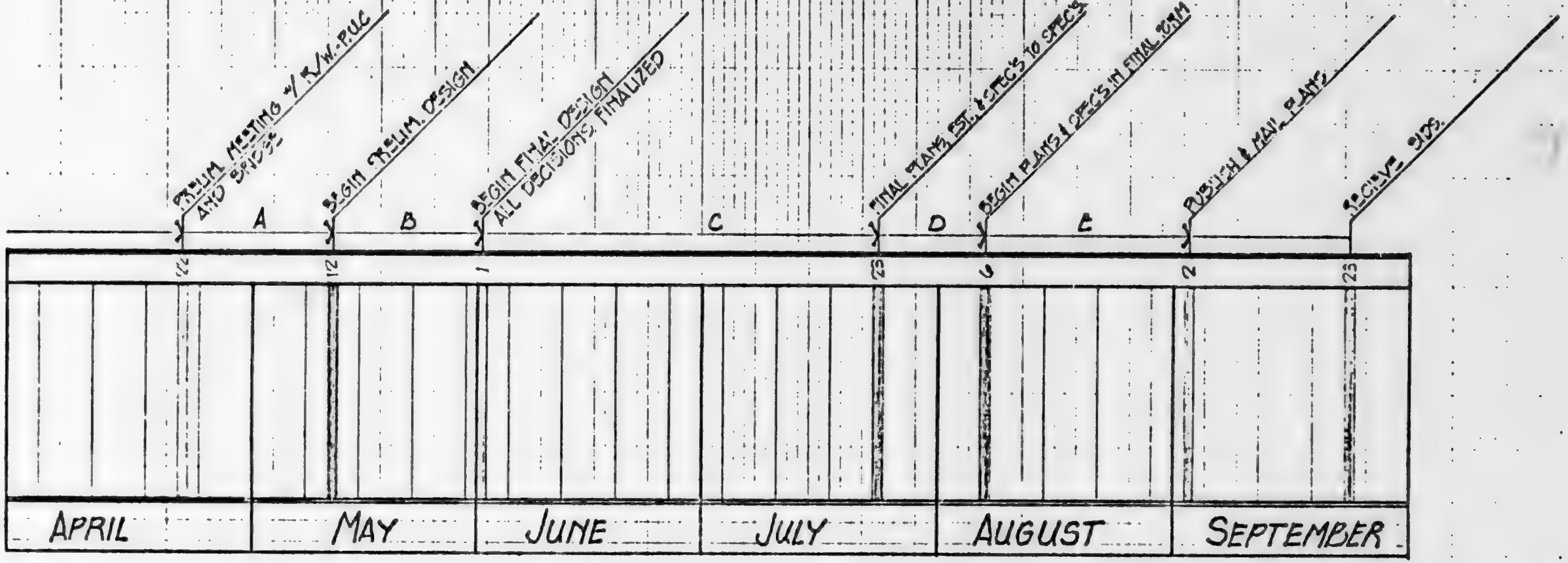
RWE/ag

Encl.

cc Don Haakenson - PUC w/encl.
Hardy Cave - PUC w/encl.
J. H. Versteeg w/encl.
J. B. Boyd w/encl.
G. J. Ballard w/encl.

REFERRED TO
____Beard
____Cole
____Erikson
____Hagen
Return Discuss Do File
BY FINAL DESIGN ENGINEER

FAIRWELL BEND
PORT OF ENTRY


PRELIM. MEETING W/ R/W. PUC AND BRIDGE
BEGIN PRELIM. DESIGN
BEGIN FINAL DESIGN ALL DECISIONS FINALIZED
FINAL PLANS EST. & SPECS TO SPECS
BEGIN PLANS & SPECS IN FINAL FORM
PUBLISH & MAIL PLANS
RECEIVE BIDS
A
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22
12
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APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER

A - GATHER PRELIMINARY INFORMATION.

B - PRELIMINARY DESIGN DEVELOPED & APPROVED

C - PREPARE FINAL DESIGN & SPECIFICATIONS.

D - FINAL REVIEW OF PLANS & SPECIFICATIONS.

E - SPECIFICATIONS UNIT PREPARES FINAL DOCUMENTS

5-13-76

1-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 23, 1976
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Memorandum to the File

SUBJECT:
Farewell Bend
Port of Entry
Project Assignment

On April 22, 1976 a meeting was held between members of the PUC and the following OSHD Sections: Permits, Road Design, Bridge Design and Right-Of-Way. The discussion covered all facilities for the proposed Port of Entry including the building, the water supply and sewage disposal systems, paving, area illumination, signing, et cetera.

PUC had originally believed that a contract could be awarded for all necessary items including a specific modular building as manufactured by Boise Cascade. After discussing contract restrictions, it became apparent that all items including the building must be acquired through the competitive bidding process. To accomplish this, the following work items were assigned to the Bridge Design Section.

1. Necessary building plans (similar to those prepared for the Bend Maintenance Building contract).

2. Sewage disposal and water supply systems

3. Area lighting (to be designed using State-owned poles and luminaire units now in stockpile).

4. Sign illumination.

Mr. Hamilton (Permits Section) indicated that a Weighmaster's shack from Baker will be used for the water control building and/or pumphouse at Farewell Bend. He also stated he will have the Region office drill a well at the site.

It was understood by all that the Bridge Design Section cannot begin work until the building layout, et cetera, are received from PUC.

Mr. Hardy Cave was named PUC contact man. In order to eliminate misunderstandings and possible duplication of effort, the Bridge Section will receive necessary information and guidance from PUC through Mr. Cave.

Gordon Ballard (Bridge Section) will make up a work schedule for this project based on the above information.

PUC indicated they would like to open the Port of Entry on January 1, 1977. The Bridge Section pointed out the various steps necessary to complete the project and indicated that it may not be possible to make that date.

RWE/ag

cc Don Haakenson - PUC
Hardy Cave - PUC
R. Hamilton
J. H. Versteeg
J. B. Boyd
G. J. Ballard

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BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR 97310

April 19, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Preliminary Design
Farewell Bend Port of Entry

We have reviewed the Farewell Bend Port of Entry preliminary plan, and have no comment on the design.

The present location of the northbound exit ramp could encourage wrong-way freeway entries by traffic southbound on the highway from Huntington. If funds are available, it would be desirable to include a revision of the northbound exit in this project so that it terminates at the entrance to the northbound on-ramp, thus forming a standard diamond interchange.

L E George

L. E. George
Traffic Engineer

TL:CM

Shouldn't be necessary [illegible] be right [illegible] proposed plan [illegible] but

1 ✓ [illegible]
2
3 [illegible]

1980 E. Fremont Intchge- S.W 9082
Corbett Ave. U'Xing and Stadium
Freeway Sec., Pac. Hwy. (Signing)

1032

L.

June 12, 1981

Fireman's Fund Insurance Company
Attention: Fidelity & Surety Dept.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9082

Gentlemen:

A post-final payment for $12,300.00 will be made to Coral Construction Company on Contract No. 9082 for work on the East Fremont Interchange-S.W. Corbett Avenue Undercrossing and Stadium Freeway Sections of the Pacific Highway and Stadium Freeway, Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $131,133.10 including the post-final payment. Of the total $3,510.38 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Coral Construction Company
29905 S. Barlow Road
Canby, OR 97013

Corroon & Black of Oregon
1600 S. W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9082

L

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

June 5, 1981

Coral Construction Company
P.O. Box 850
Canby, OR 97013

Re: Contract Time Extension Appeal
E. Fremont Intchge.-S.W. Corbett Ave.
FAP Nos. I-5-6(93)299 &
I-405-8(35)301
Contract No. 9082

Gentlemen:

On May 14, we met with you to discuss your appeal of our previous decision on a contract time extension for the above project. It appeared that we may not have fully considered the delays resulting from some of the changes and alterations made on the project. We promised that a further review would be made.

Our review has been completed and it indeed appears that we did not fully allow for delays resulting from work done under Price Agreement No. 1 and Extra Work Order No. 1 when we considered your time extension request. Accordingly, an additional contract time extension of 82 calendar days is granted due to delays resulting from work done under Price Agreement No. 1 and Extra Work Order No. 1.

There remains 14 calendar days of liquidated damages under this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Paul Barnhart "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
JUN 8 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

R

Form 734-3123

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 4, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: E. FREMONT INTCHGE.-SW CORBETT AVE.
Pacific Hwy. & Stadium Fwy.
Contract No. 9082

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JUN 5 1981
CONSTRUCTION BRANCH
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On May 14, 1981, a meeting was held in the Construction office, with you, Carroll Keasey, Paul Barnhart, and myself from the Highway Division, and two men from Coral Corp. The contractor was objecting to the liquidated damages assessed to the contract, and based his objections on the very short time set, plus the fact that the plans were very incomplete and the time frame for the revisions overlapped the entire overrun on the project.

As a result of this meeting, Paul was asked to prepare additional information, showing the time frames involved, (contract time, revisions, overruns, etc.).

If, as we discussed in the May 14 meeting, the contractor is entitled to time relief due to revisions going on during the contract time, (concurrent delays or revisions are compensable is the phrase used, I believe), then Paul's graphs show that we would be justified in returning the overrun time to the contractor.

"excusable" is the term.
OMJ

The contract overran by 128 days. We have returned 32 of these days, for 96 days still being charged. Paul recommends, and the contractor admitted, that 14 of these days are due to either his or his suppliers errors, and should be charged to the supplier. This leaves 82 days which should be returned to the contractor, due to our own revisions which were concurrent with ongoing time.

6-5-81

CTK -

I concur with Region and Resident and recommend a time extension of 82 calendar days due to work performed under P.A. 1 and EWO 1 (see time chart.

OMJ

MC/gw
Attachment
cc Paul Barnhart

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MARION CRAFT

DATE: May 19, 1981

FROM: Paul K Barnhart
PAUL K. BARNHART

OE RE RME RCE ✓BE
TE RECEIVED RSM
UE MAY 20 1981 RSC
SO REGION I RBI
TO

SUBJECT: E. Fremont Inter.-SW Corbett Avenue
U'Xing and Stadium Freeway
Contract No. 9082

Enclosed is a copy of a letter requesting a time extension and a graph showing the time frames of finding errors and omissions in the plans and the date of completing the work after redesigning and acquiring materials. The signed copies of the form requesting the time extension is already in the Construction office.

This contract was awarded on February 5, 1980 with a specified completion date of April 30, 1980. The pre-construction meeting was held on March 12, 1980. As shown on the graph, 3-12-80 was the day we were first aware that the design for some changes would not fit the conditions. This information was conveyed by the contractor and later confirmed by us.

In black on the graph, we have shown dates that problem areas were discovered and the date that the corrections were completed. This time frame was used for discovery, developing a plan, approval, manufacturing and installation.

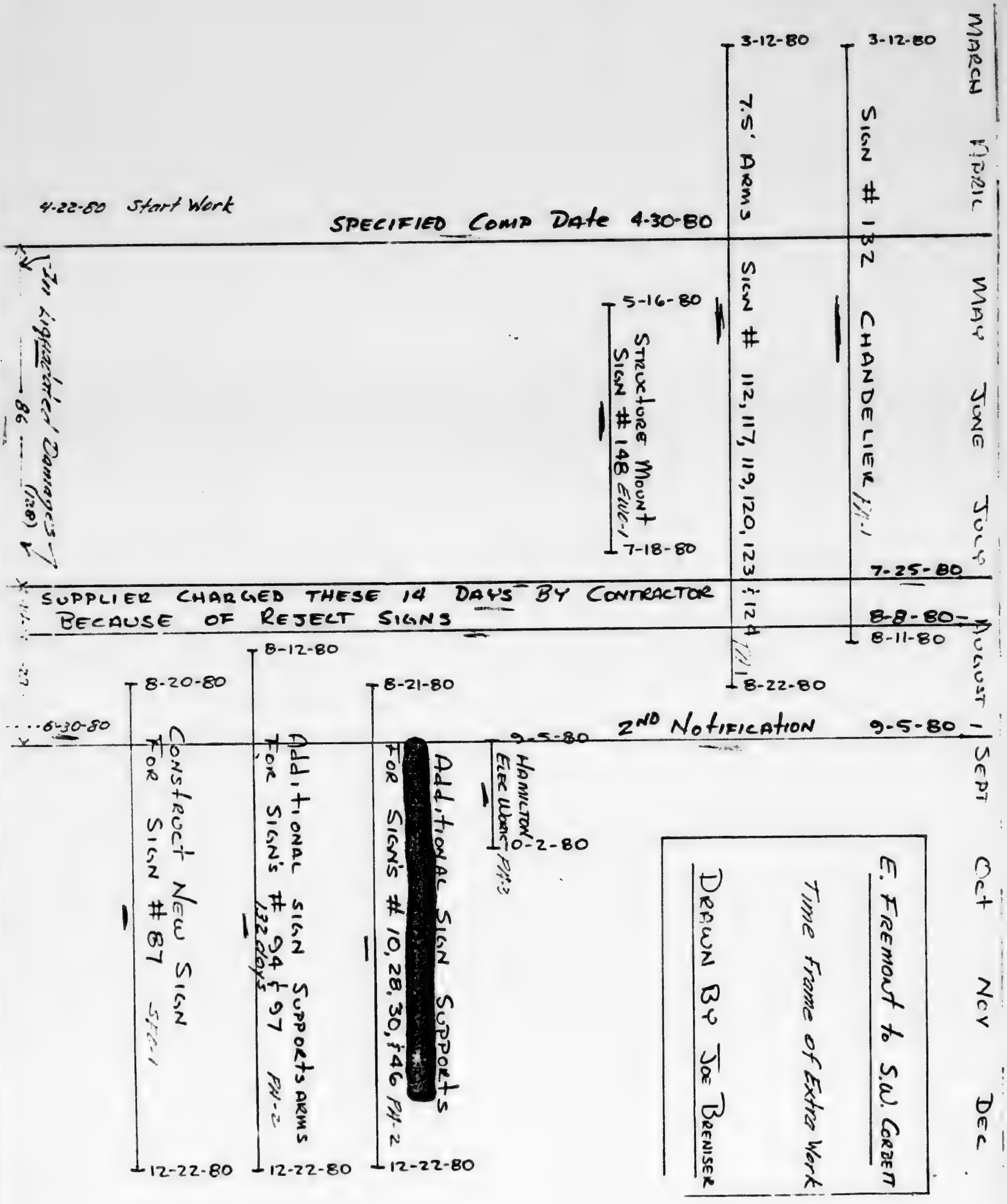
In blue, we have shown the time span of Price Agreement No. 2 and the changed electrical design necessary at Skidmore AVenue with the time bar of liquidated damages. The electrical work could have started five days earlier; but was delayed because of Labor Day weekend. Regardless of that, the extra work overlapped the liquidated damages.

We do have 14 days, July 25-August 8, that we could have moved the completion date back that were lost because of some bad lettering and borders on Type A signs. Coral Construction Co. has already charged the supplier for liquidated damages through this period. I agree that these days should be charged.

In summation, because the plans were so incomplete and it took us so long to find all the problems and make solutions, the time frame for some of the plan revisions actually was longer than the amount of liquidated damages charged the contractor. I recommend total liquidated damages of 14 days for the lost time caused by the wrong materials being supplied.

Enclosures

Contains
Recycled
Materials



E. Fremont to S.W. Corbett

Time Frame of Extra Work

Drawn By Joe Breniser

#722 6-16-81 File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 C. T. Keasey

C. T. Keasey
Asst. State Highway Engineer

#7082

May 19, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9082

Gentlemen:

Contract No. 9082 awarded to Coral Construction Company for signing on the East Fremont Interchange-S.W. Corbett Ave. U'xing and Stadium Freeway Sections of the Pacific Highway and Stadium Freeway in Multnomah County was completed on March 3, 1981 and accepted by the State Highway Division on May 13, 1981.

Final payment in the amount of $5,800 will be released to the contractor after May 26, 1981. The total contract amount is $118,883.10 including $3,510.38 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

las
cc: Coral Construction Company
29905 S. Barlow Road
Canby, OR 97013

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

76-2 L

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: May 13, 1981

FROM: C. T. Keasey Keasey
Assistant State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of May 13, 1981.

Contract 9082 On Site Work Substantially Completed September 5, 1980

All Work Completed March 3, 1981

Project E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy.

Highway Pacific Hwy. & Stadium Fwy.

County Multnomah

Type of Work Signing

Contractor Coral Construction Co.

RDC:mk

cc: H. S. Coulter
R. D. Church

Surety written
5-19-81

L

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 1, 1981

CON 5 #9082

Coral Construction Company
Post Office Box 850
Canby, OR 97013

Re: E. Fremont Int.-S.W. Corbett Ave.
FAP Nos. I-5-6(93)299 &
I-405-8(35)301
Contract No. 9082
Time Extension Request

Gentlemen:

Your request for 128 additional calendar days to complete the above referenced project has been carefully considered. Delays attributed to late arrival of legend and legend not meeting specifications are not considered justified reason for an adjustment of time.

A time extension of 32 calendar days is granted in accordance with that portion of Section 108.04 of the Standard Specifications allowing additional time for plan changes and additional work.

The revised completion date is June 1, 1930, leaving 96 days of liquidated damages.

If you have any questions on this decision, please contact the Resident Engineer.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

KM:fr

bc: H. S. Coulter (w/att.)
Ed Hardt "
Paul Barnhart "
Bob Church
FHWA (w/att.)

RECEIVED
STATE HWY ENGR
APR 2 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 27, 1981

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: E. FREMONT BR.-SW CORBETT AVE.
U'XING & STADIUM FREEWAY
Contract No. 9082
Time Extension Request

Enclosed is a time extension request from the contractor, Coral Corp., for 128 days, and Paul Barnhart's letter of analysis and his recommendation.

The contractor lists four reasons for the overrun of the project, with no specific time listed for each reason, and asks for all the overrun in time to be returned. Paul analyzes each item listed by the contractor and has made his recommendation for each item, for a total of 32 days.

The contract was awarded on February 5, 1980, with a completion time set up for April 30, 1980. Work stated on April 22, 1980, although a considerable amount of preparation, placing orders, etc., had gone on before the on-site work began. The time set up was very tight, and perhaps impossible to attain, considering the number and type of signs. I can sympathize with the contractor, how the terms of the contract are quite clear, and I concur in Barnhart's analysis to grant the 32 days.

Keasey
/ Jackmond J
Hopkins
Williams
Johnson
Glenn

RECEIVED
MAR 30 1981
CONSTRUCTION
BRANCH

Richards
Berg
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MC/gw
Attachment
cc Paul Barnhart

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: MARION CRAFT

DATE: March 26, 1981

FROM: PAUL R. BARNHART

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SO REGION I RBI
TO

SUBJECT: E. Fremont Br.-SW Corbett Avenue
Contract No. 9082

Enclosed is a request for a Time Extesnion of 128 calendar days from Coral Construction Co. on the subject project.

As Coral's letter shows, they have listed four particular causes so I will answer to those numbers and make recommendations based on my instructions.

1. No additional time. Mr. Keasey's letter of 5-1-80.

2. No additional time. Supplier installed some enamelized legend and border on a few Type A signs instead of using all porcelainized materials. This problem was identified with inspecting procedures. We cannot be responsible for a delay because of faulty materials.

3. I was called on 2-12-80 that sign revisions were coming. I called Jay Minor, Coral, and advised him of revisions but I did not know to what extent. The same day he advised his supplier to hold up the shop drawings. We received the shop drawings 11 days after the revisions were sent to the supplier, 3-10-80. I would recommend an extension of 28 days for this delay.

4. After the signs were delivered to the project and the actual installation work began, we encountered several design errors and omissions in the plans. These problems weren't found until after traffic control had been set up, equipment set in place and actually climbing up to and looking at the existing installation. (See the many P.A.'s) While the work itself was done after all contract work was completed and no time was being charged, there were the "set up" times etc. that did cause some delay. I would recommend four days for this time.

This contract required the display of new or temporary route shields indicating "I84" between April 15 and April 30, 1980. Also, required all work to be completed by April 30. We were able to meet the politically inspired timing of the route shields but for this contractor, or the other two bidders, it was impossible to complete the project by April 30.

The total amount of time extension that I can recommend, based upon stated guidelines, is 32 days of the 128 days requested.

4-1-81

CTK -

I concur with recommendation of Resident Engineer to grant a time extension of 32 days.

Contains Recycled Materials

Coral Construction Company
SPECIALTY HIGHWAY AND GENERAL CONTRACTORS

P.O. Box 850
29905 South Barlow Rd
Canby, Oregon 97013
Phone (503) 651-2142

February 27, 1981

Oregon State Highway Division
1919 NW Thurman
Portland, OR 97209

Attn: Paul Barnhart,
Resident Engineer

RE: Contract #9082, E. Fremont-
S.W. Corbett, Signing
SUBJECT: Request for Adjustment
of Contract Time

Gentlemen:

We request that the above referenced contract be increased by 128 calendar days and that the $19,200.00 of liquidated damages withheld from our progress estimates be reversed. We base our plea on the fact that the delivery of the Type A and B Signs were late due to causes that were beyond our control. These causes were:

1) Late arrival of the legend.
2) Inadvertent mix up on two types of legend and legend pealing and chipping.
3) Numerous changes initiated by the State which delayed the sign drawing submittals and further delayed the sign delivery and fabricating.
4) Errors and omissions in the drawings of which many were not discovered until we were attempting to install the signs at the individual sites.

While none of the changes, additions, and deletions taken singularly were substantial, the cummulative effect of these had a profound effect on the time. In fact, it was not until the week of February 14, 1981 that all of the changes were completed on this contract.

We hope that you will give positive consideration to our request. We feel that we have lived up to our committments on this contract, and have not cost the Highway Division any additional engineering or administrative funds nor caused any additional inconvenience to the traveling public.

Very truly yours,

Jay Minor

Jay Minor
Secretary/Treasurer

JM:ll

Attachment: Contractor Request for Increase in Number of Workdays (3 copies)
Traffic Control Signs Company letter of 11/24/80

**traffic
control
signs
company**

P.O. BOX 11305
6709 SOUTH ADAMS
TACOMA, WA 98411
(206) 472-6344

November 24, 1980

Coral Construction Company
P. O. Box 850
Canby, OR 97013

RE: OSHD Contract #9082
E. Fremont I./C.-SW Corbett
SUBJECT: Request for Contract Time
Adjustment and Relief from
Liquidated Damages

Gentlemen:

This is to request an extension of time for the type A,B,C and D signs for the referenced project. We initally thought that we could deliver the signs in time so that the signs could be installed in the completion time limit.

The delay was caused by late delivery of the legend and then quality problems with the legend. The legend was ordered on February 12, 1980 and was not recieved until April 23rd. We then proceeded to manufacture the signs and found out during inspection that some legend was baked enamel instead of the required porcelain. To compound the problem some parts of the legend had poor quality procelain and was chipping extensively. We then had to reorder legend parts which further delayed the signs.

We did everything possible to deliver the signs by the required time, but as I have explained the delays were beyond our control. We respectfully request that a time extension be granted.

Sincerely Yours,
Traffic Control Signs Co., Inc.

Peter J. Lemcke
President

7

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION E. Fremont Intch. to SW Corbett Ave. U'xing & Stadium Freeway	WEEK ENDING JAN. 29,1981	SECTION PREFIX 626-1052
HIGHWAY Pacific & Stadium Freeway	COUNTY Multnomah	
NAME OF JOB	KIND OF WORK Signing	
CONTRACTOR Coral Construction Company	CONTRACT NUMBER 9082	FEDERAL AID PROJECT NUMBER I-405-8(35)301 & I-5-6(93)299
DATE OF CONTRACT 2-5-80	DATE WORK STARTED 4-22-80	ESTIMATED COMPLETION DATE 8-30-80
…CE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
SUPERVISION	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE 4-30-80	PERCENT OF TIME ELAPSED 251%
PROJECT AUTHORIZATION $ 149,766.66		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 96%
EXCLUSIVE OF ENGINEERING $ 137,890.89	ENGINEERING AUTHORIZATION $ 11,875.77	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 109,500.00	ENGINEERING COST TO DATE $ 18,680.00	DATE PROJECT WAS COMPLETED
ESTIMATED PERCENT OVERRUN UNDERRUN 20 %	PERCENT OF AUTHORIZATION 158.3 %	

Project underrun including Engineering is 14%

ESTIMATED PERCENT COMPLETE (ROADWORK)

Type A & B 100%	Type C & D 100%	Type F & M 100%	Type R 100%	Illumination 100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY 29				SEE REMARKS
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
29 THURSDAY	Contractor, Paul R.Barnhart and Marion Craft met and discused the problem involving the Locknuts.
FRIDAY	
SATURDAY	

REMARKS

Contractor has finished all sign installations,but due to the acceptance of the Locknuts used on the project Final completion will be pending untill all discussion and solutions are concluded.

This is the last weekly untill further developments warrent such a report.

SIGNED For; Paul R. Barnhart LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible] [illegible]

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(93)299 & I-405-8(35)301

STATE PROJECT NO.: See Below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: 90187-90188

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
1/3/80	10/17/80	Interstate 5 & 405 Primary 1 & 61

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO Moe Irving
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-4.
orig

GENERAL LOCATION:
Freemont Bridge - Corbett Ave.

GENERAL DESCRIPTION OF WORK:
Construct type "A" sign and install legend

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10.17/80, as requested in Mr. Keasey's letter of 10/24/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for TEC NTE $1,000, Federal Funds, $922.

DATE: 10/30/80

SIGNATURE OF APPROVING OFFICIAL: G K Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 6-22-80	REPORT MADE BY W. C. Farr, FHWA Trainee		PROJECT NO. I-5-6(93)299 & I-405-8(35)301
COMPLETION DATE 9-5-80	ACCEPTANCE DATE BY CONTRACT AGENCY 3-4-81	TIME ELAPSED 250 %	CONTRACT TIME 85
APPROVED EXTENSIONS 114 C.D.	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAST FREMONT INTERCHANGE-SW. CORBETT AVENUE
UNDERCROSSING AND STADIUM FREEWAY
PACIFIC AND STADIUM FREEWAYS
Signing

This project consisted of removing, moving, modifying, and installing a large number of signs on these two freeways, in the City of Portland, with the intention of replacing the old plywood signs, and upgrading and modifying a few non-standard signs. Two time extensions were granted, totaling 114 calendar days, due to delays resulting from work done under Price Agreement No. 1 and Extra Work Order No. 1. However, there remains 14 calendar days of liquidated damages under this contract. The contract work is acceptable.

RECEIVED
STATE HWY ENGR
JUN 24 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Signed by Lowe T. P. Lowe		SIGNATURE Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6-23-81	TITLE Field Operations Engineer	DATE 6-23-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9082

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CON 5 9082

May 1, 1980

NOTED
H. S. COULTER

Coral Construction Company
P.O. Box 850
Canby, OR 97013

Gentlemen:

Re: Contract Time Adjustment Request
E. Fremont Intchge.-S.W. Corbett Ave.
U'Xing, Contract No. 9082
FAP Nos. I-5-6(93)299 & I-405-8(35)301

Your request for an adjustment of contract time to allow a dual completion date for certain items of work has been very carefully reviewed. Apparently your request is based on a probable late delivery of materials known at the time of bidding. Your request is therefore denied in accord with Section 108 of the Standard Specifications for this project.

If you wish a more detailed review of this matter, or if you wish to submit additional data, please contact Resident Engineer Barnhart.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

CTK:OBJ:fr

bc: H. S. Coulter
Ed Hardt
Paul Barnhart
FHWA

Scott - a little shaky?
R

RECEIVED
STATE HWY ENGR
MAY 2 '80
REFER TO

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO
FILE: CON 5 #9082

Highway Construction
DEPT

378-6318
TELEPHONE

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: May 1, 1980

O-B-Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Contract Time Adjustment Request
E. Fremont Intch.-S.W. Corbett Ave. U'Xing
Contract No. 9082

Coral Construction Company, contractor on this Signing project, has requested that the specified completion date be extended for part of the work due to unavailability of materials.

This contract calls for installing new "Interstate 84" route shields and also installing Type A,B,C and D signs. The contract was awarded on February 5, 1980 with a specified completion of all work not later than April 30, 1980. During the advertising period, two prospective bidders stated to our Resident Engineer that Type A signs might not be available within the specified completion time. The matter was discussed within the Department and consideration was given to alter the contract provisions to permit a dual completion date. The "Interstate 84" route shields were critical and had to be installed prior to April 30, 1980. Materials for these signs were readily available. The remaining signs were not so critical and a later completion date could have been specified. A decision was made by ODOT Administration to not amend the solicitation for bids by addendum letter due to the late date. The Resident Engineer was then advised by me that the bidders should be informed to submit their bids in accord with the advertised documents and that a known "delay" in delivery of materials did not constitute an industry wide "shortage" of materials. In other words, if the prospective bidders know that certain materials are likely to be delivered too late to complete the project on time, the prospective bidders have two choices: 1) Do not submit a bid, or 2) Include an amount anticipated as liquidated damages in their bid proposal. The Resident Engineer so informed the prospective bidders that had contacted him. The successful bidder, and contractor, did not contact the Resident Engineer prior to submitting his bid on this project.

The contractor now requests that the contract specifications be changed to provide two completion dates - April 30, 1980 for completion of the route shield work, and August 30, 1980 for the completion of all work.

It is recommended that the contractor's request be denied for the reasons previously stated. A letter to the contractor is attached for your consideration.

OBJ:fr
Att.
cc: H. S. Coulter
Ed Hardt
Paul Barnhart

STATE OF OREGON INTEROFFICE MEMO

61
X 2

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: April 4, 1980

Marion Craft
FROM MARION CRAFT
Region Construction Engineer

SUBJECT. E. FREMONT INTCHGE.-SW CORBETT AVE. U'XING&
STADIUM FWY. & PACIFIC HWY.
Signing
Contract No. 9082

RECEIVED
APR 8 1980
CONSTRUCTION
BRANCH
Keasey
Jackmond
Hopkins
Williams
Johnsen
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

Attached is a time extension request from the Contractor, Coral Construction, with supporting documents, and Paul Barnhart's letter of explanation and his recommendation.

While I can sympathize with the contractor's position, according to the plans, special provisions, and standard specifications, I concur in Paul's last statement in his letter, and cannot recommend any change in completion dates.

Done

Versteeg
Anderson
Olson
Sullivan
RECEIVED
ROAD DESIGN
SECTION
Do Not
Return To
Action

L. E. GEORGE

MC/gw
Attachment
cc: Barnhart

RECEIVED
1980
TRAFFIC ENGINEERING

ntains
ycled
Aaterials
.25-1387

FORM 31-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon
March 31, 1980

CE RE RME RSE
TE RECEIVED RCM
UE FILE: MAR 31 1980 RSC
SO REGION I RBI
TO

FROM: PAUL R. BARNHART

TO: MARION CRAFT

SUBJECT: E. Fremont-SW Corbett
Signing
Contract No. 9082

Enclosed is a standard contractors request for an increase in work days on the subject project, along with substantiating documents.

The project Special Provisions call for Interstate 84 route shields to be installed after April 15, 1980, and all work to be completed by April 30, 1980.

The request documents are self-explanatory.

Two other bidders for this contract, Traffic Services Inc. and Stillwell Construction Co., came to this office to discuss the peculiarities of the traffic handling, work hours and the unavailability of materials for the Type A signs. Both contractors said route shields were no problem but the rest would require a time extension to acquire. I told both contractors that we would grant a time extension if materials were not available anywhere.

I talked to O. B. Jackmond concerning the material shortage and he said we can not give a time extension because of materials. The contractor must figure in his time in his bid proposal. Or, if he can't get the materials, don't bid the job.

I contacted Stillwell and Traffic Services and expressed this point of view. Both contractors submitted higher bids than Coral Construction but we can't say the difference was allowing for liquidated damages. Coral Construction did not contact anyone at this office prior to the letting date.

Although I do not agree with the stand of Mr. Jackmond, I can not recommend the change in completion dates requested by Coral.

Attachments

PHONE 651-2142
[illegible]

Coral Construction Company

P.O. BOX 850
CANBY, OREGON 97013

March 26, 1980

RECEIVED
[illegible]
PAUL R. BARNHART
Resident Engineer

Oregon State Highway Division
1919 N.W. Thurman
Portland, OR 97209

Attn: Paul Barnhart, Resident Engineer

RE: Contract #9082, E. Fremont -
S.W. Corbett, Signing
SUBJECT: Request for Adjustment of
Contract Time

Gentlemen:

In accordance with Section 108.09 of the Standard Specifications, we request that the fixed completion date be adjusted due to a longer lead time required for certain sign and electrical materials. The timely receipt of these materials in order to meet the fixed contract completion date for all work is beyond our control. In order to meet the required timing and completion of the changing of "I-80N", we propose a split completion for this project.

1) Complete removal of existing "Interstate 80N" and installation of new "Interstate 84" route shields in accordance with Section 108.04 and 641 of the Special Provisions by April 30, 1980. In addition, at no additional cost to the State, we will cover approximately five existing shields that are on existing Type A signs that are to be replaced with temporary "84" legend.

2) Complete all other contract work in its entirety by August 30, 1980.

3) Liquidated damages based on the total contract amount would be assessed for failure to meet either completion date, although they would not be additive. We have attached a sample provision from the Washington State Highway Division that is commonly used for split work day counts on signing and illumination.

Our request for this extension is based on the time required for our Type A sign fabricator to receive the aluminum enameled reflective legend and the lead time required for the Nu-Art illumination fixtures.

When we bid this contract, all three Type A sign suppliers that quoted us indicated that they probably could not meet the delivery date due to the availability of the legend. Thus, we submitted our proposal under the assumption that the State knew of a supplier that could meet this deadline or that we could successfully meet the deadline for the shields and negotiate an extension of time. Under this premise, our bid did not include any contingencies for liquidated damages, overtime, etc.

In order to give our best effort at prosecuting this work, we placed all of our material orders even before the contract was awarded to us. I have attached letters from our Type A sign supplier, Traffic Control Signs Company, with letters from their raw material suppliers. On March 25, 1980, I contacted Traffic Control and Mr. Lemcke indicated that the letter of February 19 from Miro-Flex was very optimistic. They now indicate that the earliest possible shipment date is early to mid May. For this reason and our personal experience with past signing contracts,we would be surprised if this legend arrived by June 1st. Assuming that by June 1st all of the materials will be available at Traffic Control, with two weeks fabrication time and approximately three to four weeks of installation, the contract should be completed by mid July with approximately two weeks of float. Therefore, August 30 was determined by us to be a reasonable completion date. Because of the nature of the project in high traffic volume areas, most of our work will be performed at night with one experienced crew. To add another crew or to go to a double shift would greatly increase our risk and the public's.

In addition to the delivery problems that we are experiencing on the Type A Signs, our sign illumination subcontractor has indicated that the delivery of the Nu-Art light fixtures is running around eight weeks. This will also overrun the fixed completion date of April 30.

In light of the facts that I have outlined, we request that you give our proposal for a split work day count positive consideration. If you need any further information or documents, please let me know.

Very truly yours,

Jay Minor
President

JM:11
Attachments: 1 - Page 8 & 19 - Special Provisions
2 - Page 56 - WSHD Specs.
3 - Letter of February 26, Traffic Control Signs Co. with attachments
4 - Progress Schedule dated 3/01/80
5 - Five (5) copies OSHD Form for Request with Consent of Surety

cc: Corroon & Black, Attn: Marge Webb

SECTION 108.04

least interference practicable and the orderly, timely and efficient prosecution of the work. The progress schedules will be used as an indication of the sequence of the major construction operations and as a check on the progress of the work, but does not become a part of the contract.

When substantial changes in the schedule become necessary or are planned by the contractor, a revised or supplemental schedule shall be submitted to the engineer.

The contractor shall conduct the work at all times in such a manner and in such sequence as will insure the least interference with traffic. He shall not open up work to the prejudice of work already started, and the engineer may require the contractor to finish a portion or unit of the project on which work is in progress or to finish a construction operation thereon before work is started on an additional portion or unit of the project.

The contractor shall consider the following in preparing his work schedule:

(a) The new "Interstate 84" route shields shall not be displayed prior to April 15, 1980. To accomplish this and meet the completion time, the contractor may install the new route shields in one of the following manners:

(a-1) Install the new route shields prior to April 15, 1980, then cover them with the existing "Interstate 80N" route shield or with an "Interstate 80N" patch which shall be removed after April 15, 1980.

(a-2) Install all new "Interstate 84" route shields after April 15, 1980.

108.05 Character of Workmen and Equipment - Delete the third paragraph of this subsection of the Standard Specifications and substitute the following:

Any person employed on the project by the contractor or any of his subcontractors who, in the opinion of the engineer, does not perform his work in a proper and skillful manner or is intemperate or disorderly shall, at the written request of the engineer, be removed forthwith by his employer, and shall not be again employed on the project without the approval of the engineer.

Attachment 1

SECTION 641 - REMOVAL OF EXISTING SIGN INSTALLATIONS

Existing sign installations shall be removed in conformance with Section 641 of the Standard Specifications supplemented and/or modified as follows:

Approximately 41 existing guide signs are to be removed under this section, 34 of which are mounted on overhead supports. None of these signs, with the exception of the four blank guide signs, are to be removed until their replacement sign is on the project ready to be installed.

In addition, approximately 30 "I 80N" route shields of various sizes are to be removed, 28 of these shields are mounted on overhead signs. None of the "I 80N" route shields are to be removed prior to April 15, 1980 except as described herein in subsection 108.04, and all are to be replaced by April 30, 1980.

All removed sign materials shall remain the property of the State and shall be transported to and stockpiled in the State Maintenance Yard at S. E. 82nd and S. E. Harmony Road by the contractor.

SECTION 643 - SIGN SUPPORT FOOTINGS

Sign support footings shall be constructed in conformance with Section 643 of the Standard Specifications supplemented and/or modified as follows:

643.81 Measurement - The estimated quantities of concrete required are as follows:

Estimated Quantities

Type	Cu.Yds.
Breakaway Sign Posts	1.2
Single Post Breakaway Sign Supports	2.8

SECTION 644 - METAL SIGN STRUCTURES

Metal sign structures shall be furnished and erected in conformance with Section 644 of the Standard Specifications supplemented and/or modified as follows:

Attachment 1

SPECIALTY ITEMS

For the purpose of determining the percentage of work that may be subcontracted as specified in section 1-08.1 of the standard specifications, the following items on this contract are designated as Specialty Items:

"Cantilever Sign Structure No. 1"
"Cantilever Sign Structure No. 2"
"Permanent Signing"

TIME FOR COMPLETION

This project shall be completed in its entirety in accordance with the provisions of section 1-08 of the standard specifications within 120 working days. However, all work except that included in the following item(s) shall be completed in accordance with the provisions of section 1-08 of the standard specifications within the first 80 working days:

"Permanent Signing"
"Cantilever Sign Structure No. 1"
"Cantilever Sign Structure No. 2"

Liquidated damages in accordance with section 1-08.9 of the standard specifications, for an amount based on the total contract, will be assessed for the failure to complete the designated work within the completion times specified. Such damages will not be additive.

DISPOSAL OF SURPLUS MATERIAL

A waste site has not been provided by the State for the disposal of excess materials and debris.

SOURCE OF MATERIALS

The following source of materials is made available for this improvement at no cost to the Contractor:

> Pit Site PS-GT-292, a source for the production of crushed surfacing top course, mineral aggregate for asphalt concrete pavement class B & G, and maintenance sand 3/8 inch minus, is located in the SW 1/4, NW 1/4 of section 33, Township 21 North, Range 26E, W.M., as shown in the plans.

No source has been provided for any other material necessary for the construction of this improvement.

The Contractor shall make his own arrangements to obtain this other material at his own expense, and all costs of acquiring, producing and placing this material in the finished work will be included in the unit contract prices for the various items involved.

Attachment 2

**traffic
control
signs
company**

P.O. BOX 11305
6709 SOUTH ADAMS
TACOMA, WA 98411
(206) 472-6344

February 26, 1980

Coral Const. Co.
135 E. Hereford
Gladstone, OR 97027

RE: OSHD Contract
E. Fremont I.C. - S.W. Corbett
Signs

Gentlemen,

This is to request an extension of time for the Type A, B, C & D signs for the subject project. These signs are constructed with the 12" aluminum sign extrusion and porcelain letters. Both of these items are virtually impossible to get in time to meet the completion date. We anticipate that we can have the signs ready some time in the later part of April or first part of May.

If you have any further questions, please let me know.

Very truly yours,

TRAFFIC CONTROL SIGNS CO., INC.

Peter J. Lemcke
President

3/[illegible] [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Attachment 3

MANUFACTURERS:
AUTOMOTIVE SAFETY EQUIPMENT
STREET AND TRAFFIC SIGNS
INTERSTATE HIGHWAY PRODUCTS

MIRO-FLEX
MIRO-FLEX COMPANY, INC.
A Subsidiary of Masco Corporation

February 19, 1980

Pete Lemcke
Traffic Control Signs Co.
P.O. Box 11035
Tacoma, Washington 98411

Re: PO# 1169
E. Fremont I/C Oregon

Dear Pete,

Thanks for this order for porcelain demountable sign legend and accessories. We have processed it immediately into our production schedule.

As I explained to you by telephone, we do not stock porcelain legend in these quantities. It is therefore necessary for us to fabricate the legend and send it out for porcelain enamelling. Our porcelain enamel supplier has advised us that based on their current production schedule they will need approximately 3-4 weeks for the enamelling. With this in mind, and allowing for the other fabrication and transportation time required, we anticipate that we will ship this order to you the week of April 7. If we can improve this schedule at all we will do so of course.

Again, thanks for this order.

Sincerely,

Jack Jones

Jack Jones

JDJ/klc

3/25/80
per discussion with Pete Lemcke, Traffic Control
they legend now will probably not be
shipped until mid May to June!

P O BOX 514 • 3050 N. ST. FRANCIS • WICHITA KANSAS 67201 • PHONE 316-838-0881 • TWX 910-741-6924

KAISER
ALUMINUM

KAISER ALUMINUM & CHEMICAL SALES, INC.

February 29, 1980

Mr. Peter Lemcke, General Mgr.
Traffic Control Signs Co.
11305 Post Office Box
Tacoma, Washington

Dear Pete:

Per your request, I am attaching a copy of our Mill Order Number 680/2590 (800/1705) for 12 inch and 6 inch extruded sign panels and side molding which is scheduled for shipment the second or third week of March.

I trust this will enable you to obtain the time extension you require for completion of the project.

Sincerely,

KAISER ALUMINUM & CHEMICAL SALES, INC.

W. J. Wood /jg
W.J. Wood
Marketing Manager - Highway Signs
Building & Construction Products Division

WJW/jg

Encs:

KAISER CENTER 300 LAKESIDE DRIV FORNIA 94

KAISER
ALUMINUM

EXTRUSION OR

KAISER ORDER	BUYERS ORDER NO	SALESMAN	TERMS Net [illegible]
500 1705	680-2190	Name: W. WOOD 77-77	
2/14/80.		Number:	

Shipped From:
DOLTON

Est Ship Date:
03/15

KAISER ALUM. & CHEM. CORP.
TRAFFIC CONTROL SIGNS
6709 ADAMS STREET
TACOMA,

SOLD TO
KAISER ALUM. & CHEM. CORP.
HWY SIGN [illegible]
[illegible] LAKESIDE DRIVE
OAKLAND, CA
94643

REF.TRAFFIC CONTROL [illegible]

THANK YOU FO
YOUR ORDER

The Terms and Conditio
Sale printed on the reve
side hereof, or attache
part of this acknowledg

Acceptance of your order is subject to approval of our general sales office in Oakland and if not approved, you will be notified within [illegible] days of the date hereof. If notice is not received within that time, and if you have not notified us of any error, it will be conclusively presumed that this acknowledgment correctly states the agreement between us

	PRESS	DIE NO	ALLOY TEMP	PART IDENTIFICATION	LENGTH FT	INCHES	TOL	ORDERED QUANTITY	U/M	TOL	PRICE
1	5500	17760	6063 T6	12" SIGN PUNCHED	[illegible]			[illegible] [illegible]	PC LB	0.0	
2	2000	17779	6063 T6	[illegible] SIGN PUNCHED	35			1000 1129	FT LB	[illegible]	
3	1250	17760	6063 T6	SIGN HOLD UNPUNCHED	20			1000 172	LB PC	20	

[illegible] (9-79)

ACKNOWLEDGME

KAISER ALUMINUM

EXTRUSION OR

KAISER ORDER	BUYERS ORDER NO	SALESMAN	TERMS Net 30 & F.O.B. Place of Delivery To Buyer - Unless Other	SCH
600 1705	680-2590	Name: W.WOOD 7-4-?		03/
Date: 2/14/80		Number:		

KAISER ALUM. & CHEM. CORP.
TRAFFIC CONTROL SIGNS
6709 ADAMS STREET
TACOMA, WA

SOLD TO
KAISER ALUM. & CHEM. CORP.
HWY SIGN PROGRAM
300 LAKESIDE DRIVE
OAKLAND, CA
94643

Shipped From: DOLTON

Est Ship. Date: 03/15

REF. TRAFFIC CONTROL P.O. [illegible]

THANK YOU FOR YOUR ORDER

The Terms and Condition Sale printed on the rever side hereof, or attached, a part of this acknowledgme

Acceptance of your order is subject to approval of our general sales office in Oakland and, if not approved, you will be notified within 10 days of the date hereof. notice is not received within that time, and if you have not notified us of any error, it will be conclusively presumed that this acknowledgment correctly states the agreement between us

	PRESS	DIE NO	ALLOY TEMP	PART IDENTIFICATION	LENGTH FT	LENGTH INCHES	LENGTH TOL.	ORDERED QUANTITY	U/M	TOL.	PRICE
1	5500	17780	6063 T6	12" SIGN PUNCHED	35		+ -	400 39278	PC LB	+ - 00	
2	2000	17779	6063 T6	6" SIGN PUNCHED	35		+ -	1000 1128	FT LB	+ - 00	
3	1250	17760	6063 T6	SIGN HOLD UN-PUNCHED	20		+ -	1,000 178	LB PC	+ 20 - 20	
							+ -			+ -	
							+ -			+ -	
							+ -			+ -	
							+ -			+ -	
							+ -			+ -	

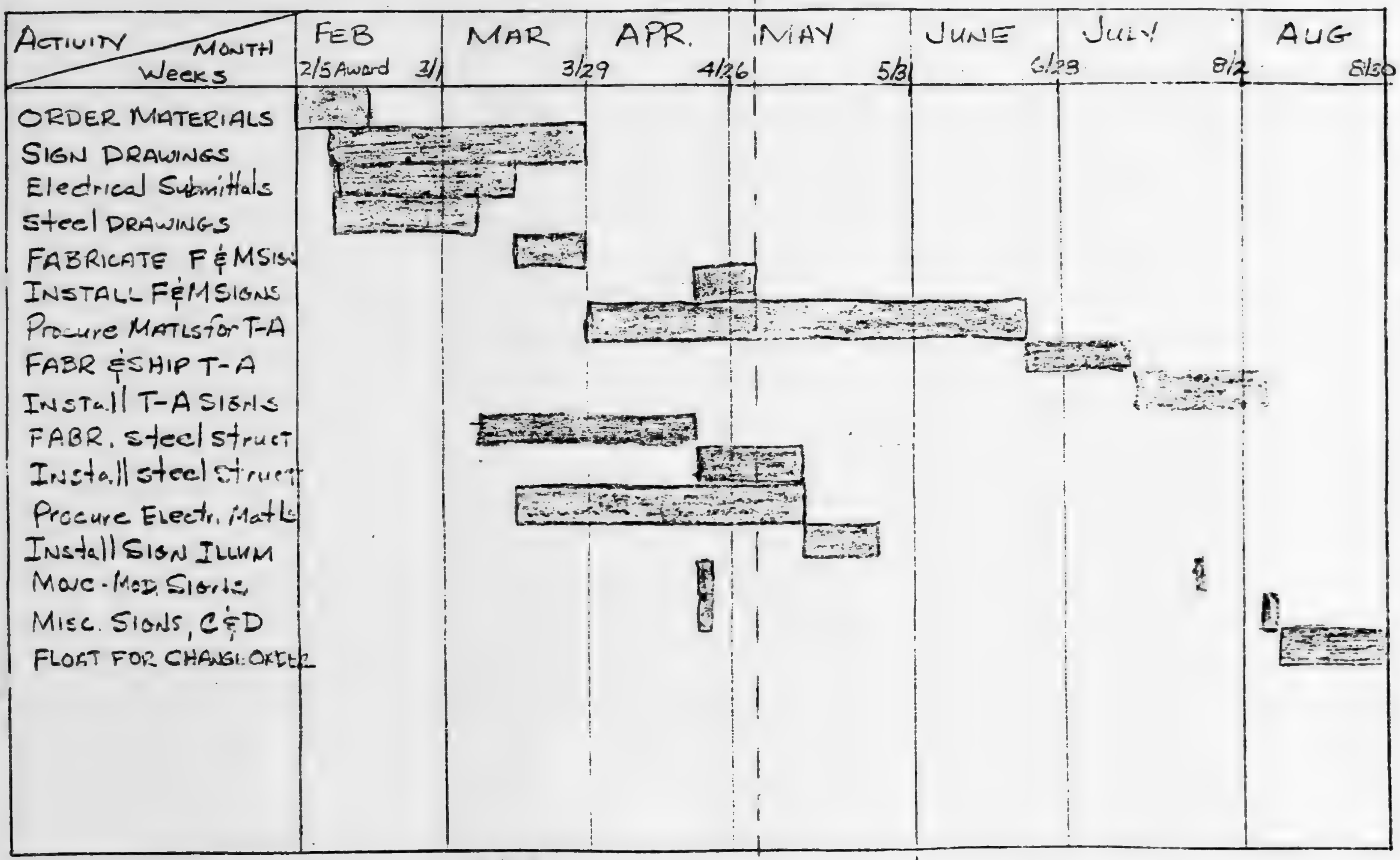
ACKNOWLEDGMEN

[illegible] 4

E. FREMONT I.C. - SW CORBETT AVE. CONTR. # 9082

CORAL CONSTRUCTION CO.

PROGRESS SCHEDULE 3/1/80



COMPLETE F&M In Accordance with Special Provisions → April 30, 1980

COMPLETE ALL OTHER WORK AUGUST 30, 1980 →

Corroon & Black of Oregon
Insurance/Surety Bonds

1600 S.W. Fourth Avenue
Portland, Oregon 97201
503/224-4155
Telex No. 360-546

March 3, 1980

Mr. Jay W. Minor, President
Coral Construction Company
P. O. Box 850
Canby, Oregon 97013

RE: Firemans Fund Bond #6352749
OSHD Contract #9082
Signing, Pacific-Stadium Fwy.

Dear Mr. Minor:

Enclosed are five copies of the Contractors Request for Increase in Number of Workdays with the Consent of Surety completed.

Please send us a copy of your letter to the Highway Commission which will be attached to the request.

Very truly yours,

CORROON & BLACK OF OREGON

Marge Webb
Marge Webb
Surety Department

mw
encl.

Attachment 5

AGC

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 9082 Contractor Coral Construction Company

Highway Pacific & Stadium Freeway

Section E. Fremont Intch.-SW Corbett Ave. U'xing & Stadium Fwy.

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Regional Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 9082

Project designation Federal
State-Federal

Date awarded Feb. 5, 1980

Work started N.A.

Per cent completed N.A.

Specified Compl. Date
~~No. of Workdays~~ Allowed April 30, 1980

No. of Workdays Used

Split Completion (Partial April 30, 1980)
~~No. of Added Workdays Requested~~ (All work August 30, 1980)

SP*67865-734

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Feb. 29, 19 80

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 4/30/80 days to {8/30/80 {4/30/80 days, within which to complete our Contract No. 9082, without the assessment of liquidated damages. The said contract is described as follows: Pacific & Stadium Freeway Signing

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Request split work day count:

Complete installation of new or temporary "Interstate 84" Route Shields as specified in section 108.04 of the Special Provisions page 8 by April 30, 1980.

All other work to be completed August 30, 1980 for reasons per attached letter.

Respectfully submitted,

CORAL CONSTRUCTION COMPANY
Contractor

By Jay W. Minor
Jay W. Minor, President

CONSENT OF SURETY

Date March 3, 19 80

We, FIREMAN'S FUND INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Roger C. Rothrock

(SEAL)

Corroon & Black of Oregon
Resident Agent

9082

61

Paul Barnhart
Resident Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

March 25, 1980

Sign Shop Drawings
E. Fremont Int.-S.W. Corbett Ave. Sec.
Pacific Highway & Stadium Freeway
Multnomah County
Contract No. 9082

Attached please find four sets of approved shop drawings for the Type "A", "B", "C" And "D" signs on the above named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and two sets sent to Traffic Control Signs Co. for fabrication of the signs.

We also call to your attention that shop drawings for signs 1, 109, 113, 114, 122, 160, 161, 163, 164, 165, and 167 which are to be modified have not be submitted for approval.

WGB:ab
Attachments
cc: C. T. Keasey
E. L. Hardt
W. G. Beard

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 26 1980
ROAD DESIGN
SECTION

Do Not
Return To
Bring Up
Action

9082

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-67	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/5/80	ite Oregon County Multnomah Project No. I-405-8(35)301

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Br. - Corbet Ave. U'Xing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-2-79	4.20
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	0.00

OTHER *(Specify)*

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 50,238.00	$ 46,329.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXFor: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

6-File

Oregon State Highway Division
Salem, Oregon, December 21, 1979

Federal Aid Project
No. I-405-8(35)301

Fremont Bridge-Corbett Ave U'xing (Portland) Section
Stadium Freeway in Multnomah County

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00

Type Code Y002
Signing

Mobilization	All Required (40%)		$ 4,680.00
Temporary Protection and Direction of Traffic	All Required (40%)		800.00
Temporary Signs	104 Sq.Ft.	5.00	520.00
Temporary Plastic Safety Markers	8 Each	50.00	400.00
Flagmen	80 Hour	25.00	2,000.00
Removal of Existing Sign Installations	All Required (22%)		1,210.00
Sign Support Footings	All Required (75%)		2,250.00
Exit Number Sign Supports	All Required (90%)		3,600.00
Special Exit Sign Supports	All Required		3,000.00
Single Post Breakaway Sign Supports	All Required (82%)		1,804.40
Type "A" and "B" Signs in Place	1,131 Sq.Ft.	14.00	15,834.00
Type "F" and "M" Signs in Place	68 Sq.Ft.	20.00	1,360.00
Type "R" Signs in Place	18 Sq.Ft.	8.00	144.00
Move and Modify Existing Signs	All Required (55%)		1,375.00
	Subtotal		$ 38,977.00
	Engineering		5,261.00
	Total		$ 44,238.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	All Required	$ 1,600.00

Oregon State Highway Division
Salem, Oregon, December 21, 1979

Federal Aid Project
No. I-405-8(35)301

Summary of Funds (92.22%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,533	$ 467
Signing	44,238	40,796	3,442
Total	$ 50,238	$ 46,329	$ 3,909

Group 2 - 34%
Contract No. 9082
Prefix 626-1912
Prefix 626-1052

9082

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-22	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/5/80	Oregon County Multnomah Project No. I-5-6(93)299

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Bridge - Corbet Ave. U'Xing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-2-79	5.00
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 106,987.00	FEDERAL FUNDS $ 98,663.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

9082

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/5/80	to Oregon County Multnomah Project No. I-5-6(93)299

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fremont Bridge - Corbet Ave. U'Xing

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-2-79	5.00
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 106,987.00	FEDERAL FUNDS $ 98,663.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For G. L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

6-File

Oregon State Highway Division
Salem, Oregon, December 21, 1979

Federal Aid Project
No. I-5-6(93)299

Fremont Bridge-Corbett Ave. U'xing (Portland) Section
Pacific Hwy. in Multnomah County

Project agreement estimate.

Type Code PE

Preliminary Engineering	All Required		$ 6,000.00

Type Code Y002
Signing

Mobilization	All Required (60%)		$ 7,020.00
Temporary Protection and Direction of Traffic	All Required (60%)		1,200.00
Temporary Signs	156 Sq.Ft.	5.00	780.00
Temporary Plastic Safety Markers	14 Each	50.00	700.00
Sequential Arrow Signs	1 Each	1,500.00	1,500.00
Flagmen	120 Hour	25.00	3,000.00
Removal of Existing Sign Installations	All Required (78%)		4,290.00
Sign Support Footings	All Required (25%)		750.00
Breakaway Sign Posts	All Required		700.00
Exit Number Sign Supports	All Required (10%)		400.00
Single Post Breakaway Sign Supports	All Required (18%)		396.00
Structure Mounts	All Required		2,500.00
Type "A" and "B" Signs in Place	3,475 Sq.Ft.	14.00	48,650.00
Type "C" and "D" Signs in Place	185 Sq.Ft.	13.00	2,405.00
Type "F" and "M" Signs in Place	273 Sq.Ft.	20.00	5,460.00
Type "R" Signs in Place	100 Sq.Ft.	8.00	800.00
Move and Modify Existing Signs	All Required (45%)		1,125.00
Sign Illumination Equipment	All Required		7,300.00
	Subtotal		$ 88,976.00
	Engineering		12,011.00
	Total		$100,987.00

Length of Project - - - - - 0.00 Mile

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 2,400.00

Oregon State Highway Division
Salem, Oregon, December 21, 1979

Federal Aid Project
No. I-5-6(93)299

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,533	$ 467
Signing	100,987	93,130	7,857
	$106,987	$ 98,663	$ 8,324

Group 1 - 66%
Contract No. 9082
Prefix 626-1912
Prefix 626-1052

1-21-80

B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I- 6(93)299 & I-405-8(35)301

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 90187 & 90188

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inved | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	1-3-80
DATE AUTHORIZATION EFFECTIVE	1-3-80
FEDERAL ROUTE NUMBER	Interstate 5 & 405
STATE ROUTE NUMBER	Primary 1 & 61

GENERAL LOCATION: Fremont Bridge - Corbett Avenue

GENERAL DESCRIPTION OF WORK: Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Permanent Signing S.F. $4,000
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $203,098 - Federal Funds $187,305.

A signed copy of the Revised Title Sheet is returned herewith.

DATE 1-21-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-818

91 8-2

61

ROAD DESIGN SECTION 378-6558

Ed L. Hardt
Region 1 Engineer

January 10, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Metro's Proposed Sign Plan Revisions
E. Fremont Inter.-S.W. Corbett Ave. etc.
Pacific Highway & Stadium Freeway
Multnomah County

Reference my letter of January 9, 1980, to Tom Schwab and my telephone conversation with you on the same date.

Attached find a copy of the plans on the above named project with Metro's comments highlighted with yellow.

After the project bids have been opened, we will add the additional route shield conversions noted and delete sign 166. Also, as per Bill Beard's telephone conversation with Ron Failmezger we will add "US 26" route shield and "East" to signs 15 and 30. No other changes are contemplated by this office.

WCB/db

Attachment

cc: J. Sullivan
W. G. Beard

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 10 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

9002

61

ROAD DESIGN SECTION 378-6558

January 9, 1980

Thomas H. Schwab
Transportation Analysis Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Sign Plans
E. Fremont Intchg.-S.W. Corbet Ave.
U-xing & Stadium Freeway
Pacific Highway & Stadium Freeway
City of Portland

We have reviewed your comments as submitted for the subject project and will make necessary corrections to the plans as affects the route shields. These changes will come out on the final plans after the bids have been opened.

Your comments on the remaining items will be sent to Ed Hardt for his review and implementation as appropriate. The project is advertised and we do not intend to make revisions at this time.

DOC/db

cc: M. J. Klotz
P. Failmezger
D. Peterson
E. L. Hardt
W. G. Beard
J. Sullivan

RECEIVED
JAN 9 1980
ROAD DESIGN SECTION

____Versteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Troo____
____Wakerlig____

Do Not
Return To____
Bring Up____/____
Action____

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 79-32

INTER-OFFICE CORRESPONDENCE
Metro Technical Services
January 7, 1980

FROM: THOMAS H. SCHWAB Thomas H. Schwab
Transportation Analysis Engineer

TO: DUANE CHRISTENSEN
Final Design Engineer

SUBJECT: Preliminary Sign Plans
E. Fremont Intch.-SW Corbet Ave.
U'xing & Stadium Freeway
Pacific Hwy. & Stadium Freeway
City of Portland

We have reviewed the preliminary signing plans for the subject section. Attached is a copy of these plans with our comments and suggestions for change. These preliminary plans have been field checked and a number of revisions and corrections are noted on the plans for your consideration.

Because of the complexity of these plans, I suspect there will be questions on the revisions or corrections shown. It is suggested these questions be directed to Dennis Peterson for clarification.

js

Attachment

cc: M.J. Klotz
R. Failmezger
D. Peterson

REFERRED TO
✓ Beard ____ Stoudenmeyer ____
____ Cole ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Dorn ____ Leu ____
Return [✓ Discuss] Do [✓ File] Copy Due ____
BY FINAL DESIGN ENGINEER

____ Versteeg ____
____ Anderson ____
1 Christensen Doc
____ Olson ____
2 Sullivan ____
____ Terpin ____
____ Trout ____
____ Wakeling ____

RECEIVED
JAN 7 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To ____
Bring Up ____/____
Action ____

9082

ROAD DESIGN SECTION TRA 7-3 61

2)

Marion Craft
Region I Construction Engineer

November 28, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Subject: Field Cross-Section
E. Fremont Interchange-
S.E. Corbett Ave. Undercrossing
and Stadium Freeway Sections
Pacific Highway and Stadium Freeway
Multnomah County
Prefix 626-1912

On the plywood sign replacement project, we find that one cross-section is needed to replace an existing plywood sign on wood supports.

The attached sketch shows the proposed new location and sign message. Please have the cross-section taken from the fog line out to 30 feet, showing guardrail, et cetera. If the station is other than that shown, please indicate.

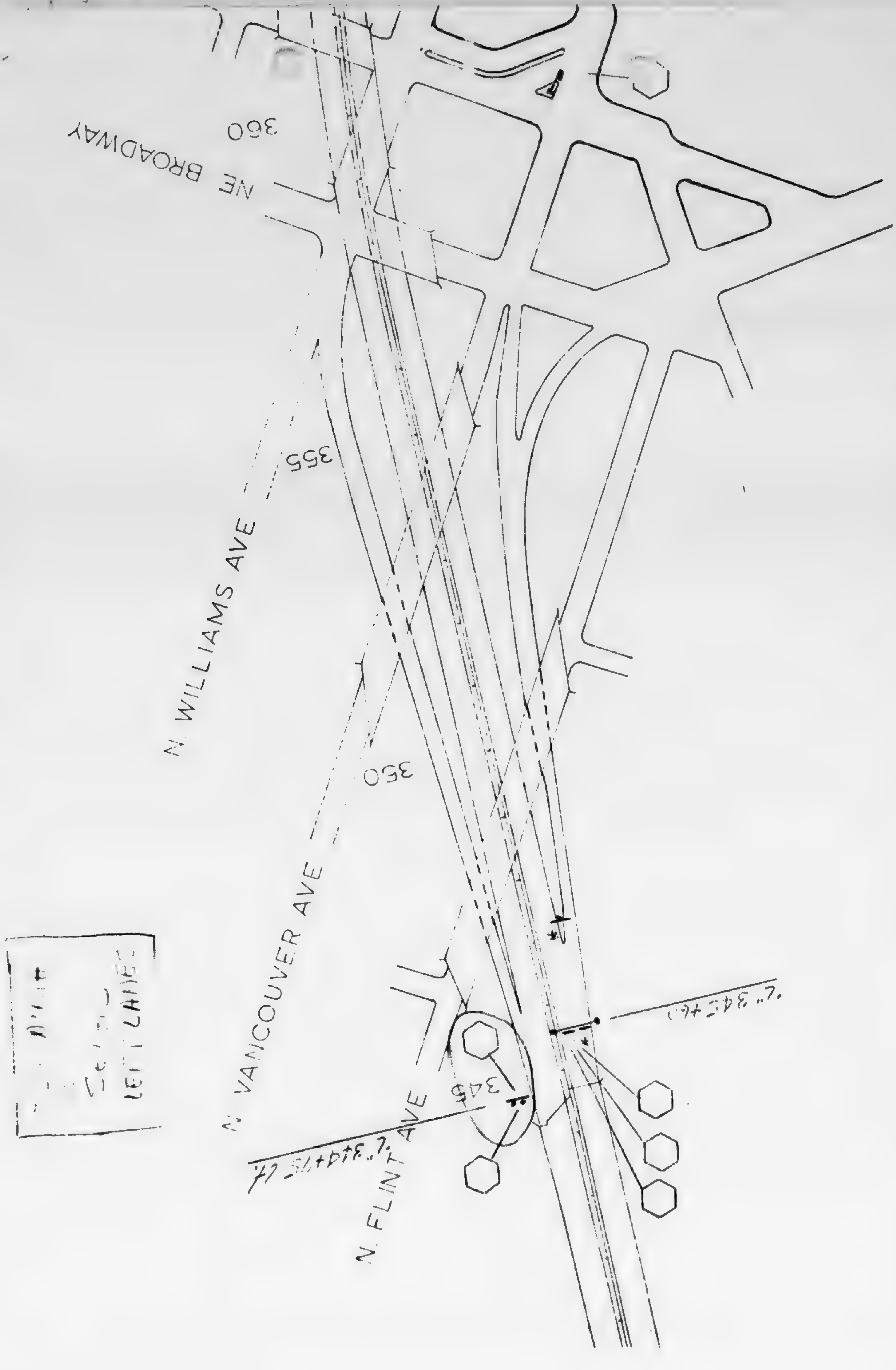
WGB:ja

Attachment

cc W. G. Beard

RECEIVED
[illegible] 1979

Sullivan


NE BROADWAY
360
355
N. WILLIAMS AVE
350
N. VANCOUVER AVE
345
N. FLINT AVE
℄ 344+75 Lt.
℄ 345+40
LEFT LANE

1 - 2

I-5

ROAD DESIGN SECTION

FILE: DES 23-7 2

L. L. Wallace
Bridge Design Engineer

November 26, 1979

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Subject: E. Fremont Interchange-S. E. Corbett Street Section
Pacific Highway
Multnomah County

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Skidmore Street Undercrossing - Southbound

The 8 1/2" x 11" attachment is for a sign currently mounted at the location of the new sign. Reuse the existing structure mounts and relocate as indicated.

Sign 1 is to be illuminated.

Attachment

cc W. G. Beard

DOC:ja

#

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-13-79

FEDERAL AID PROJECT NO. I-5-6(93)299

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 3.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90187

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 16 '79
REFER TO
FOR

DATE PS & E APPROVED 7-13-79	DATE AUTHORIZATION EFFECTIVE 7-13-79	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Fremont Bridge - Corbett Ave. Undercrossing (Portland)

GENERAL DESCRIPTION OF WORK:
Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Sean's letter of July 10, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $75,000 - Federal Funds $69,165.

DATE 7-13-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 10, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 90187
Project No. I-5-6(93)299
Plywood Sign Replacement Project
Multnomah County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Nov. 15, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

Authorized - P.E. - Federal Funds (92.22%)	$ 6,455
Signs - Federal Funds (92.22%)	69,165
State Funds	6,380
Total Cost	$82,000

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 11 1979
REFER TO
FOR
Info Inter R/D [illegible] Sign Act File

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPRO . . / /OR AUTHORIZATIO

FEDERAL AID PROJECT NO I-5-6(93)299

STAT OJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90187

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-2-79

FEDERAL ROUTE NUMBER Interstate 5

STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

Fremont Bridge - Corbett Ave. U'Xing (Portland) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 24, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e. Also, as requested you are now authorized to proceed with the work shown above for a TEC of $7,000 with Federal participation limited to $6,455.

DATE 5-2-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

April 24, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Project Data Submission
Item No. 90187
Project No. I-5-6(93)299 Safety
Fremont Bridge-Corbett Ave. U'Xing (Portland) Section
Multnomah County

Enclosed is data for the subject project.

We hereby request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e.

2) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $7,000 with an obligation of $6,455 in federal funds.

Enclosed are copies of letters dated October 10, 17 & 19, 1978 which provide additional information regarding the need to replace the temporary signs.

CL:tmw

Enc.

cc: R. N. Bothman, (Metro)

1-405

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 21, 1979

FILE:

W. G. Beard

FROM: W. G. Beard
Sign Design Engineer

SUBJECT: Exit Number Signs
Stadium Freeway - I-405
Multnomah County

TO: MEMO TO THE FILES

A sign replacement project is planned for Pacific Highway (I-5) in the Portland area. It has also been proposed that, as a part of this project, the exit number signs be installed on the Stadium Freeway (I-405).

There are complications related to installing the exit number signs above the advance and breakpoint signs in the normal manner due to the fact that the signs are mounted overhead and illuminated. The illumination equipment is mounted above the signs rather than the normal below the sign mounting -- thus causing the complications. Also, some of the signs are mounted very close to the deck or walkway providing no space above for installation of the eixt number signs.

I have discussed this matter with Duane Christensen, Final Design Engineer. He suggested a meeting be set up for discussion and resolution of the problem. Therefore, a meeting has been set up at 9:30 a.m. February 26, 1979, at Region I office with Ed Hardt, Region 1 Engineer; Cliff Christianson, District "A" Engineer, FHWA; W. G. Beard, Sign Design Engineer; and also Len Wallace and John Tindall of the Structures Section have been contacted and may send a representative.

WGB:ab
cc: E. L. Hardt
D. O. Christensen
L. L. Wallace
C. Christianson
J. H. Versteeg
L. K. Watson

RECEIVED
FEB 22 1979
ENGINEERING SECTION

1 Versteeg ✓
Christensen DLC
George
Olson
Terpin
Sullivan
Scott
Anderson

Trout
☐
Do Not File
Return To
Bring Up / /
Action

1980 Nyberg Creek Br. (Tualatin) 9083
Sec. on FAU Routes 9282 & 9556.
(Gr, pav, structure & sig)

AGENCY	CURRENT DOCUMENT NUMBER
02	145013

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5905	10-6-87	0001003084-00

Washington County
150 North 1st Avenue
Hillsboro, Oregon 97123

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09083-011	L03	8004			844010	03	$ 37,106.28

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final Settlement
IX 0000(13) M0000 (4) (11)

Nyberg Creek (SW 65th Avenue) Bridge

See Attached itemized statement

	TOTAL PRICE
Amount Due	$ 37,106.28
TOTAL AMOUNT DUE	$ 37,106.28

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: August 14, 1987

COUNTY: Washington AGREEMENT NO: 5913 PROJECT NO: IX-0000(13) M-0000(4)(11)

CONTRACT NO: 9083 SECTION: Nyberg Creek (S.W. 65th Ave.) Bridge

PRELIMINARY ENGINEERING (M-0000(4) PREFIX NO. 234-1955):

Project Manager ($1,012.03 Non-Partic.)	$ 43,316.46
Citizen Involvement	2,146.58
Consultant Fee	23.78
Final Design	9,102.65
Bridge Design	581.94
R/W Descriptions	2,608.99
Region Geology	2,099.66
Traffic Section	1,849.38
R/W Liaison	1,083.06
Region Utility Liaison	909.74
Photogrammetry	771.72
Location Section	2,956.87
Program Section	184.97
Specifications	1,797.10
Administrative Services	117.32
Environmental Section	2,960.30
Structural Foundations	3,443.06
Training	235.12
Public Hearing	70.20
TOTAL P.E. COST	$ 76,258.90
Less Federal Funds	(64,561.81)
Less State Share: (76,258.90 - (1,012.03 + 581.94 + 1,797.10) x 7.1%) + (581.94 + 1,797.10) x 14.2% =	(5,511.43)
COUNTY SHARE PE COST	$ 6,185.66

RIGHT-OF-WAY (M-0000(11) PREFIX NO. 334-2526):

Net Cost of Land	$ 48,350.00
Severance & Consequential Damages	47,000.00
Appraisals, Witness Fees, Etc.	8,900.91
Grant to Local Government	8.52
Title Costs & Recording Fees	578.69
Taxes ($17.06 Non-Partic. Credit)	(1.23)
Negotiation Expense	1,160.68
Relocation Computation	15.10
Legal	1,602.50

Appraisal Review	170.18
Work By County ($20,873.36 Non-Partic.)	121,133.87
R/W Descriptions	71.83
Audit Services	61.91
Program Section	116.30
R/W Office Expense	1,104.72
TOTAL RIGHT-OF-WAY COSTS	$230,273.98
Less Federal Funds	(184,601.68)
Less State Share: $\frac{(\$184,601.68)}{88.15\%}$ x 5.925%	(12,408.00)
COUNTY SHARE R/W COSTS	$ 33,264.30

CONSTRUCTION (IX-0000(13) PREFIX NO. 334-1040):

Payment to Contractor ($7,008.25 Non-Partic.)	$ 405,832.59
Interest on Final Payment (Non-Partic.)	342.82
SFO #1 Permanent Striping	613.19
SFO #2 Seeding & Mulching	244.30
Construction Engineering ($241.97 Non-Partic.)	49,118.91
Program Section	146.95
Salem Lab	194.49
Portland Lab	29.74
Technical Services	67.64
Construction Branch	872.98
Field Testing	61.21
TOTAL CONSTRUCTION COST	$457,524.82
Less Federal Funds	(382,442.02)
Less State Share: $\frac{(\$382,344)}{85\%}$ x 9% =	(40,483.48)
COUNTY SHARE CONSTRUCTION COST	$ 34,599.32

SUMMARY

County Share PE Cost	$ 6,185.66
County Share R/W Cost	33,246.30
County Share Const. Cost	34,599.32
TOTAL COUNTY SHARE	$ 74,031.28
Less R/W Advance Deposit 4-4-79	(9,225.00)
Less Const. Advance Deposit 2-26-80	(27,700.00)
BALANCE DUE FROM COUNTY	$ 37,106.28

GEZ:me
cc: Jan Henry
Wayne Schulte
LPG Files

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon ADDRESS Capitol Building Salem, OR 97310	PAID BY *(For use of Paying Office)*

STATE Oregon	VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING
VOUCHER PERIOD — FROM 9-26-77 TO 4-6-81	☐ OTHER PROGRESS ☒ FINAL VOUCHER (*)
FEDERAL AID PROJECT NO.	M-0000 (4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

W36

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
76,258.90	75,246.87	.8580	64,561.81	64,561.81	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	3-5-87	Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Pacific Hwy.-S.W. Sogert Road Section County Roads in Washington County					
	Preliminary Engineering Type Code PE					
	State	All Required			75,246.87	
	Total Participating Project Cost				**75,246.87**	
	Non Participating Project Cost					
	State	All Required			1,012.03	
	TOTAL PROJECT COST				**$76,258.90**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 2-8-87.					
	AMOUNT CARRIED FORWARD					

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
		0100		.00	619.03	***
		0100		.00	619.03	
		0100		.00	619.03	
				.00	619.03	
				.00	619.03	
00	151	0521		.00	68.35	
00	151	0521		.00	68.35	
00	151	0521		.00	68.35	
00	151	1090		.00	324.65	
00	151	1090		.00	324.65	
00	151	1090		.00	324.65	
00	151			.00	393.00	
00				.00	393.00	
Manager	N-P			.00	1,012.03	
		0100		.00	75,191.66	***
		0100		.00	75,191.66	
		0100		.00	75,191.66	
				.00	75,191.66	
				.00	75,191.66	
00	100	1090		.00	18.00	
00	100	1090		.00	18.00	
00	100	1090		.00	18.00	
00	100			.00	18.00	
00	Proj. Manager	P		.00	18.00	
05	504	0521		.00	.60	
05	504	0521		.00	.60	
05	504	0521		.00	.60	
05	504			.00	.60	

1,1985 EXPENDITURES

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

IVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
05	Final Design	P		.00	.60
08	001	7111		.00	61.21-
08	001	7111		.00	61.21-
08	001	7111		.00	61.21-
08	001			.00	61.21-
08	Field Testing	E		.00	61.21-
921	136	0521		.00	91.42
921	136	0521		.00	91.42
	136	0521		.00	91.42

```
                      0100                                       .00        75,191.66
                                                                 .00        75,191.66
                                                                 .00        75,191.66
900        100        1090                                       .00            18.00
900        100        1090                                       .00            18.00
900        100        1090                                       .00            18.00
900        100                                                   .00            18.00
900   Proj. Manager   P                                          .00            18.00
905        504        0521                                       .00              .60
905        504        0521                                       .00              .60
905        504        0521                                       .00              .60
905        504                                                   .00              .60
 1,1985 EXPENDITURES
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JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

```
                     CREW        MSA           CURRENT               BALANCE TO
TIVITY  OBJ-DETAIL  NUMBER      FIELD           MONTH                   DATE
905   Final Design     P                                   .00               .60
908        001        7111                                 .00            61.21-
908        001        7111                                 .00            61.21-
908        001        7111                                 .00            61.21-
908        001                                             .00            61.21-
908   Field Testing   P                                    .00            61.21-
921        136        0521                                 .00            91.42
921        136        0521                                 .00            91.42
921        136        0521                                 .00            91.42
921        136                                             .00            91.42
921   Specs.         P                                     .00            91.42
927        191        0521                                 .00             6.40
927        191        0521                                 .00             6.40
927        191        0521                                 .00             6.40
927        191                                             .00             6.40
927   Free Br. Design  P                                   .00             6.40
                                                           .00         75,246.87
                                                           .00         76,258.90
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LY 1,1985 EXPENDITURES
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3/25/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH
	C2341955	010			0100		.00
	C2341955	010			0100		.00
	C2341955	010			0100		.00
	C2341955	010					.00
	C2341955	010					.00
	C2341955	010	900	151	0521		.00
	C2341955	010	900	151	0521		.00
	C2341955	010	900	151	0521		.00
	C2341955	010	900	151	1090		.00
	C2341955	010	900	151	1090		.00
	C2341955	010	900	151	1090		.00
	C2341955	010	900	151			.00
	C2341955	010	900				.00
	C2341955	010	Proj. Manager	N-P			.00
	C2341955	011			0100		.00
	C2341955	011			0100		.00
	C2341955	011			0100		.00
	C2341955	011					.00
	C2341955	011					.00
	C2341955	011	900	100	1090		.00
	C2341955	011	900	100	1090		.00
	C2341955	011	900	100	1090		.00
	C2341955	011	900	100			.00
	C2341955	011	900	Proj. Manager	P		.00
	C2341955	011	905	504	0521		.00
	C2341955	011	905	504	0521		.00
	C2341955	011	905	504	0521		.00
	C2341955	011	905	504			.00

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

3/25/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH
	C2341955	011	905	Final Design	P		.00
	C2341955	011	908	001	7111		.00
	C2341955	011	908	001	7111		.00
	C2341955	011	908	001	7111		.00
	C2341955	011	908	001			.00
	C2341955	011	908	Field Testing	P		.00
	C2341955	011	921	136	0521		.00
	C2341955	011	921	136	0521		.00
	C2341955	011	921	136	0521		.00
	C2341955	011	921	136			.00
	C2341955	011	921	Specs.	P		.00

```
        C2341955    011                                                                       .00

        C2341955    011                                                                       .00

        C2341955    011        900       100        1090                                      .00
        C2341955    011        900       100        1090                                      .00

        C2341955    011        900       100        1090                                      .00

        C2341955    011        900       100                                                  .00

        C2341955    011        900  Proj. Manager   P                                         .00

        C2341955    011        905       504        0521                                      .00
        C2341955    011        905       504        0521                                      .00

        C2341955    011        905       504        0521                                      .00

        C2341955    011        905       504                                                  .00

    *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
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3/25/87                                              JOB COST SUMMARY
                                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                               PAYROLL CHARGES ARE LOADED

                                                              CREW      MSA          CURRENT
  BIEN      EA        SUBJOB    ACTIVITY   OBJ-DETAIL        NUMBER    FIELD          MONTH
          C2341955    011        905  Final Design   P                                        .00

          C2341955    011        908       001        7111                                    .00
          C2341955    011        908       001        7111                                    .00

          C2341955    011        908       001        7111                                    .00

          C2341955    011        908       001                                                .00

          C2341955    011        908  Field Testing  P                                        .00

          C2341955    011        921       136        0521                                    .00
          C2341955    011        921       136        0521                                    .00

          C2341955    011        921       136        0521                                    .00

          C2341955    011        921       136                                                .00

          C2341955    011        921  Specs.        P                                         .00

          C2341955    011        927       191        0521                                    .00
          C2341955    011        927       191        0521                                    .00

          C2341955    011        927       191        0521                                    .00

          C2341955    011        927       191                                                .00

          C2341955    011        927  Fr. Er. Design  P                                       .00

          C2341955    011                                                                     .00

          C2341955                                                                            .00




    *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
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REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                       PAGE  52
SEQ: FEDERAL APPROPRIATION, FEDERAL               FINANCIAL MANAGEMENT SYSTEM                                     RUN 04/08/87 22:14
     PROJECT, AGREEMENT, EA-SUBJOB               OREGON STATE HIGHWAY DIVISION
                                                    FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: W36
 AGREEMENT        TOTAL COSTS      AMOUNT       --PARTICIPATION--      AGREEMENT        FEDERAL     -ADJUSTMENT-        VOUCHER
  EA/SUBJOB        TO DATE      PREV CLAIMED    AMOUNT     PERCENT      AMOUNT           SHARE      AMOUNT  CODE         AMOUNT
FEDERAL PROJECT: M   -000C-012
******************************

 F02347
   C3261968-010          154.99           .00           .00
   C3261968-011       12,835.84     11,314.79     12,835.84

 AGREEMENT TOTALS     12,990.83     11,314.79     12,835.84  88.15     11,314.79     11,314.79          .00              .00

FED PROJ TOTALS       12,990.83     11,314.79     12,835.84             11,314.79     11,314.79          .00              .00
FEDERAL PROJECT: M   -000C-019
******************************

 F03555
   C7261921-020         349.97-           .00           .00
   C7261921-021       81,926.26     72,218.00     81,926.26

 AGREEMENT TOTALS     81,576.29     72,218.00     81,926.26  88.15     72,218.00     72,218.00          .00              .00

FED PROJ TOTALS       81,576.29     72,218.00     81,926.26             72,218.00     72,218.00          .00              .00
FEDERAL PROJECT: M   -000C-021
******************************

 F03570
   C7261930-010       1,124.41-           .00           .00
   C7261930-011      21,542.71     18,996.36     21,542.71

 AGREEMENT TOTALS     20,418.30     18,996.36     21,542.71  88.18     18,996.36     18,996.36          .00              .00
FED PROJ TOTALS       20,418.30     18,996.36     21,542.71             18,996.36     18,996.36          .00              .00
FEDERAL PROJECT: M   -0000-004
******************************

 F01804
   C2341955-010        1,012.03           .00           .00
   C2341955-011       75,246.37     64,561.81     75,246.87

 AGREEMENT TOTALS     76,258.90     64,561.81     75,246.87  85.80     64,561.81     64,561.81          .00              .00

FED PROJ TOTALS       76,258.90     64,561.81     75,246.87             64,561.81     64,561.81          .00              .00
FEDERAL PROJECT: M   -0000-007
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 F02475
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                                      JUNE 1985          PAGE  922
                                                                                                FISCAL           GRAND TOTAL
     DESCRIPTION                         PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH          YEAR TO DATE          TO DATE
                                                                                                                               STATE
SAGERT RD I-5 FRWY-NYBERG PD  CONT NO      * FA PROJ NOS M    0000004 100  Tr. City                                4,020.00
                                    234    1955     295       00 N 9       " ST                 128.87           68,534.44CR
                                    234    1955     296       00 N 9       " Tel                128.87CR         64,514.44
                                    234    1955     298       00 N 9       Proj. Mgr.            18.00CR         42,286.43 ✓
                                    234    1955     901       00 P 1                            393.00CR            619.03 ✓
                                    234    1955     901       00 N 1       Citizen Involv.                        2,146.58 ✓
                                    234    1955     902       00 P 1       Consult. Fee                              23.78 ✓
                                    234    1955     904       00 P 1       Fin. Des.               .60CR          9,102.05 ✓
                                    234    1955     905       00 P 1       Br. Des.                                 111.42★ ✓
                                    234    1955     906       00 P 1       R/W Desc.                              2,608.99 ✓
                                    234    1955     909       00 P 1       Reg. Geol                              2,160.87 ✓
                                    234    1955     910       00 P 1       Tr. Sec               33.77CR          1,849.38 ✓
                                    234    1955     911       00 P 1       R/W Liais.                             1,083.06 ✓
                                    234    1955     913       00 P 1       Reg Jt. Liais                            909.74 ✓
                                    234    1955     914       00 F 1       [illegible]                              771.72 ✓
                                    234    1955     916       00 P 1       Location                               2,956.87 ✓
                                    234    1955     918       00 P 1       Proj Sec                                 184.97 ✓
                                    234    1955     920       00 P 1       Specs                 91.42CR          1,705.68★ ✓
                                    234    1955     921       00 P 1       Adm. Serv                                117.32 ✓
                                    234    1955     922       00 P 1       Env. Sec.                              2,960.30 ✓
                                    234    1955     923       00 P 1       Struct Found.                          3,443.06 ✓
                                    234    1955     926       00 P 1       Spec. Bridge Des       6.40CR            464.12★ ✓
                                    234    1955     927       00 P 1       Training                                 235.12
                                    234    1955     950       00 P 1       [illegible]                               70.20
                                    234    1955     980       00 P 1                            150.19CR         75,191.66
                                                    TOT       P1                                393.00CR            619.03
                                                    TOT       N1                                543.19CR**       75,810.69  **
                                                 ** JOB TOTALS **                       **

                                                                                                                               STATE
SW [illegible]-HALL BLV. GREENBURG RD CONT NO  * FA PROJ NOS M   9207001 100                  4,375.86CR       84,481.64CR
                                    234    1956     296       00 N 9                          4,375.86          [illegible],500.86
                                    234    1956     297       00 N 9                                            76,980.78
                                    234    1956     298       00 N 9                                            34,129.39
                                    234    1956     901       00 P 1                                               581.42
                                    234    1956     901       00 N 1                                             1,805.37
                                    234    1956     902       00 P 1                                               169.68
                                    234    1956     902       00 N 1                                            12,649.87
                                    234    1956     905       00 P 1                                               174.80
                                    234    1956     907       00 P 1                                             7,138.05
                                    234    1956     909       00 P 1                                               865.08
                                    234    1956     910       00 P 1                                            10,280.65
                                    234    1956     911       00 P 1                                               232.93
                                    234    1956     913       00 P 1                                               580.52
                                    234    1956     914       00 P 1                                                27.60
                                    234    1956     914       00 N 1                                               145.08
                                    234    1956     916       00 P 1                                               135.35
                                    234    1956     918       00 P 1
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 932

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
SAGERT RD I-5 FRWY-NYBERG RD CONT NO	* FA PROJ NOS M		0000004 100				STATE
	234	1955	295	00 N 9	Tr. City		4,020.00
	234	1955	296	00 N 9	Tr. St	128.87	63,534.44CR
	234	1955	298	00 N 9	Tr. Fed	128.87CR	64,514.44
	234	1955	901	00 P 1	Reg. Mgr.	18.00CR	92,236.47
	234	1955	901	00 N 1		393.00CR	619.03
	234	1955	902	00 P 1	Citizen Involv.		2,146.59
	234	1955	904	00 P 1	Consult. Fee		23.72
	234	1955	905	00 P 1	Final Des.	.60CR	9,102.05
	234	1955	906	00 P 1	Br Des.		111.42
	234	1955	909	00 P 1	R/W Desc.		2,608.99
	234	1955	910	00 P 1	Reg. Geol.		2,160.[illegible]
	234	1955	911	00 P 1	Tr. Sec	33.77CR	1,849.38
	234	1955	913	00 P 1	R/W Liais.		1,093.06
	234	1955	914	00 P 1	Reg. Ut. Liais		909.[illegible]4
	234	1955	916	00 P 1	Photogr		[illegible]
	234	1955	918	00 P 1	Location		2,956.[illegible]
	234	1955	920	00 P 1	Prog Sec.		134.9[illegible]
	234	1955	921	00 P 1	Specs	91.42CP	1,705.68
	234	1955	922	00 P 1	Adm. Serv.		11[illegible]
	234	1955	923	00 P 1	Const. Eng.		2,960.[illegible]0
	234	1955	926	00 P 1	Struct. Found.		3,442.05
	234	1955	927	00 P 1	Fin. Bridge Des	6.40CR	464.1[illegible]
	234	1955	950	00 P 1	Training		[illegible]5.1[illegible]
	234	1955	980	00 P 1	Job Hear.		[illegible]0.20
			TOT	P1		150.19CR	75,191.66
			TOT	N1		393.00CR	619.03
			** JOB TOTALS **		**	543.19CR**	75,810.69 **
SW OAK-HALL BLV. GREENBURG RD CONT NO	* FA PROJ NOS M		9207001 100				STATE
	234	1956	296	00 N 9		4,375.86CR	84,481.64CR
	234	1956	297	00 N 9		4,375.86	[illegible],500.[illegible]
	234	1956	298	00 N 9			76,980.[illegible]
	234	1956	901	00 P 1			24,1[illegible]
	234	1956	901	00 N 1			[illegible]
	234	1956	902	00 P 1			1,805.[illegible]
	234	1956	902	00 N 1			[illegible]
	234	1956	905	00 P 1			12,6[illegible]
	234	1956	907	00 P 1			174.[illegible]
	234	1956	909	00 P 1			7,1[illegible].05
	234	1956	910	00 P 1			[illegible]
	234	1956	911	00 P 1			10,[illegible]
	234	1956	913	00 P 1			[illegible]
	234	1956	914	00 P 1			[illegible]
	234	1956	914	00 N 1			[illegible]
	234	1956	916	00 P 1			[illegible]
	234	1956	918	00 P 1			[illegible]

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(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-5-87

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 1-30-80
TO 12-8-83 Post

FEDERAL AID PROJECT NO.
IX-0000(13)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

823

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
457,524.82	449,931.78	85.00	382,442.02	382,442.02	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
3/5/87

SIGNATURE OF AUTHORIZED OFFICIAL
Acting Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Nyberg Creek Bridge (Tualatin)					
	FAU 9282 and 9556					
	Washington County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 115+70 to Sta. 121+85 (Sta. 122+85 to Sta. 127+85					
	Final Contract Payments Summary		Lump Sum		$172,970.64	
	SFO #1 All pavement striping (State)		All Required		613.19	
	SFO #2 Seeding and mulching (State)		All Required		244.30	
	Total Participating Type Code 6201				$173,828.13	
	Type Code X020					
	Structure, Bridge No. 6403A (Sta. 121+85 to Sta. 122+88)					
	Final Contract Payments Summary		Lump Sum		225,853.70	
	Total Participating Construction				399,681.83	
	Construction Engineering					
	State		All Required		50,249.95	
	Total Participation Costs				449,931.78	
	Non Participating Project Costs					
	Final Contract Payments Summary		Lump Sum		7,008.25	
	Interest on Final Payments		All Required		342.82	
	Construction Engineering (State)		All Required		241.97	
	Total Non-participating costs				7,593.04	
	Total Project Costs				$457,524.82	
	Prepared based on Participating Costs as shown on the Federal Billing as of 2-26-87.					
	AMOUNT CARRIED FORWARD					

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                                      ** JOB TOTALS **                    **

NYBERG CREEK BR(TUALATIN)    CONT NO 9083 = FA PROJ NOS XI  0000013  98
                                334   1040    201      00 P 1  Pay Conf.
                                334   1040    201      00 P 8    "    "
                                334   1040    201      00 N 1    "    "
                                334   1040    206      00 N 1  Interest
                                334   1040    206      00 N 8     "
                                334   1040    220      02 P 1  SFO #2
                                334   1040    270      01 P 1    "  #1
                                334   1040    296      00 N 9  Tr. St.
                                334   1040    297      00 N 9   "  CO
                                334   1040    298      00 N 9   "  Fed
                                334   1040    900      00 P 1  Const. Engr.
                                334   1040    900      00 P 8    "     "
                                334   1040    900      00 N 1    "     "
                                334   1040    900      00 N 8    "     "
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                          JUNE 198[illegible]   PAGE [illegible]

                                                                          FISCAL
   DESCRIPTION                  PREFIX  FUNCTION SUB F  GP  CURRENT MONTH  YEAR TO DATE
                                334   1040    920      00   1  Proj. Sec.
                                334   1040    920      00   3
                                334   1040    940      00   1  Salem Lab                   04
                                334   1040    940      00   3
                                334   1040    941      00   1  Portland "
                                334   1040    941      00
                                334   1040    944      00      Tech. Serv
                                334   1040    944      00
                                334   1040    945      00      Const. Br
                                334   1040    945      00         "    "
                                334   1040    948      00   1  Gen C.E.  .15CR           150 04
                                334   1040    948      00   3    "   " "
                                334   1040    948      00   1                            293 00
                                              TOT      P1              .15CR           150 04
                                              TOT      PS
                                              TOT      N1                              293 00
                                              TOT      NS
                                           ** JOB TOTAL  **            .15CR**         543 03  **

WALKER RD @ CEDAR HILLS BLV  CONT NO 9166 * FA PROJ NOS XI  0002  86
                                334   1044    201      00   1
                                334   1044    201      00   3
                                334   1044    201      00   3
                                334   1044    203      00   1
                                334   1044    203      00
                                334   1044    270      01
                                334   1044    296      00
```

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY WASHINGTON CLACKAMAS	CONTRACT NO. 9083	ESTIMATE NO. 12	PREFIX NO'S. A= Roadway B= Structure
HIGHWAY FAU 9282 & 9556 (SW 65TH AVE)	FEDERAL AID PROJECT NO. M 0000013		
SECTION NYBERG CREEK BRIDGE (TUALATIN)			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION		LUMP SUM	23000.0000	100.000	23000.00	23000.00
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	3000.0000	100.000	3000.00	3000.00
003	1P TEMPORARY SIGNS		SQ FT	7.0000	188.000	1316.00	1316.00
004	1P TEMPORARY BARRICADES		EACH	110.0000	11.000	1210.00	1210.0
005	1P TEMPORARY CONTINUOUS RAIL	TRF BAR REFL	LIN FT	8.0000	100.000	800.00	800.0
006	1P TEMPORARY PLASTIC	SAFETY MARKERS	EACH	80.0000	10.000	800.00	800.0
007	1P TEMPORARY GUIDE POSTS		EACH	20.0000	14.000	280.00	280.00
0	1P TEMPORARY REFLECTIVE	PAVEMNT MARKRS	EACH	20.0000	85.000	1700.00	1700.0
009	1P FLAGMEN		HOUR	22.0000	585.500	12881.00	12881.0
010	1P CLEARING AND GRUBBING		LUMP SUM	3500.0000	100.000	3500.00	3500.0
011	1P REMOVAL OF STRUCTURES	AND OBSTRUCTION	LUMP SUM	4000.0000	100.000	4000.00	4000.0
012	1P EMBANKMENT IN PLACE		CU YD	4.7000	7,366.000	34620.20	34620.2
013	1P TOE TRENCH EXCAVATION		CU YD	20.0000	67.330	1346.60	1346.6
014	1P TRENCH EXCAVATION		CU YD	15.0000	72.800	1092.00	1092.0
015	1P WATERING		M-GAL	40.0000	38.000	1520.00	1520.0
016	1P AGGREGATE BASE		CU YD	11.1500	1,951.170	21755.55	21755.5
016	8P AGGREGATE BASE		CU YD	11.1500	4.000	44.60	44.6
017	1N CLASS B ASPHALT	CONCRETE	TON	28.7000	244.190	7008.25	7008.2
017	1P CLASS B ASPHALT	CONCRETE	TON	28.7000	1,648.450	47310.52	47310.5
017	8P CLASS B ASPHALT	CONCRETE	TON	28.7000	3.000	86.10	86.1
018	1P 12-INCH CULVERT PIPE		LIN FT	15.0000	358.000	5370.00	5370.0
019	1P 15-INCH SLIP JOINTS		EACH	300.0000	2.000	600.00	600.0
020	1P CONCRETE INLETS	TYPE G-1	EACH	580.0000	2.000	1160.00	1160.0
0	1P CONCRETE INLETS	G-2MA	EACH	500.0000	1.000	500.00	500.0
0	1P GUARD RAIL TYPE 2A		LIN FT	13.0000	838.000	10894.00	10894.0
023	1P GUARD RAIL, TYPE 3		LIN FT	25.0000	100.000	2500.00	2500.0
024	1P GUARD RAIL ANCHORS	TYPE 1	EACH	400.0000	4.000	1600.00	1600.0
025	1P RAIL END PIECES	TYPE C	EACH	160.0000	4.000	640.00	640.0
026	8P CONCRETE WALKS		SQ YD	24.0000	21.300	511.20	511.2
027	8P CONCRETE CURBS		LIN FT	14.0000	33.400	467.60	467.6
028	1P EXTRA FOR ASPHALT	APPROACHES	EACH	450.0000	3.000	1350.00	1350.0

DATE 06 11 8 PG. 01 9083	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

ACT PAYMENT VOUCHER

REGON STATE HIGHWAY DIVISION

COUNTY: WASHINGTON CLACKAMAS
CONTRACT NO.: 9083
ESTIMATE NO.: 12
PREFIX NO'S.:
HIGHWAY: FAU 9282 & 9556 (SW 65TH AVE)
FEDERAL AID PROJECT NO.: M 0000013
SECTION: NYBERG CREEK BRIDGE (TUALATIN)

A= Roadway
B= Structure

0 (REV. 7-78)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
P MOBILIZATION	LUMP SUM	23000.0000	100.000	23000.00	23000.00	A = 49 % B = 51 %
P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3000.0000	100.000	3000.00	3000.00	A = 42 % B = 58 %
P TEMPORARY SIGNS	SQ FT	7.0000	188.000	1316.00	1316.00	B
P TEMPORARY BARRICADES	EACH	110.0000	11.000	1210.00	1210.00	B
P TEMPORARY CONTINUOUS RAILTHF BAR REFL	LIN FT	8.0000	100.000	800.00	800.00	B
P TEMPORARY PLASTIC SAFETY MARKERS	EACH	80.0000	10.000	800.00	800.00	B
P TEMPORARY GUIDE POSTS	EACH	20.0000	14.000	280.00	280.00	B
P TEMPORARY REFLECTIVE PAVEMNT MARKRS	EACH	20.0000	85.000	1700.00	1700.00	B
P FLAGMEN	HOUR	22.0000	585.500	12881.00	12881.00	B
P CLEARING AND GRUBBING	LUMP SUM	3500.0000	100.000	3500.00	3500.00	A
P REMOVAL OF STRUCTURES AND OBSTRUCTION	LUMP SUM	4000.0000	100.000	4000.00	4000.00	A
P EMBANKMENT IN PLACE	CU YD	4.7000	7,366.000	34620.20	34620.20	A
P TOE TRENCH EXCAVATION	CU YD	20.0000	67.330	1346.60	1346.60	A
P TRENCH EXCAVATION	CU YD	15.0000	72.800	1092.00	1092.00	A
P WATERING	M-GAL	40.0000	38.000	1520.00	1520.00	A
P AGGREGATE BASE	CU YD	11.1500	1,951.170	21755.55	21755.55	A
BP AGGREGATE BASE	CU YD	11.1500	4.000	44.60	44.60	A
N CLASS B ASPHALT CONCRETE	TON	28.7000	244.190	7008.25	7008.25	~~A~~ N
P CLASS B ASPHALT CONCRETE	TON	28.7000	1,648.450	47310.52	47310.52	A
BP CLASS B ASPHALT CONCRETE	TON	28.7000	3.000	86.10	86.10	A
1P 12-INCH CULVERT PIPE	LIN FT	15.0000	358.000	5370.00	5370.00	A
1P 15-INCH SLIP JOINTS	EACH	300.0000	2.000	600.00	600.00	A
1P CONCRETE INLETS TYPE G-1	EACH	580.0000	2.000	1160.00	1160.00	A
1P CONCRETE INLETS G-2MA	EACH	500.0000	1.000	500.00	500.00	A
1P GUARD RAIL TYPE 2A	LIN FT	13.0000	838.000	10894.00	10894.00	A
1P GUARD RAIL, TYPE 3	LIN FT	25.0000	100.000	2500.00	2500.00	A
1P GUARD RAIL ANCHORS TYPE 1	EACH	400.0000	4.000	1600.00	1600.00	A
1P RAIL END PIECES TYPE C	EACH	160.0000	4.000	640.00	640.00	A
8P CONCRETE WALKS	SQ YD	24.0000	21.300	511.20	511.20	A
8P CONCRETE CURBS	LIN FT	14.0000	33.400	467.60	467.60	A
1P EXTRA FOR ASPHALT APPROACHES	EACH	450.0000	3.000	1350.00	1350.00	A
06 11 8 PG. 01 9083	TOTAL CONTRACT ITEMS					
VOUCHER NO.	% RETAINED ON CONTRACT ITEMS					
Y:	FORCE ACCOUNT					
OR AUDITOR	TOTAL PAYMENTS					

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO. 9083	ESTIMATE NO. 12	PREFIX NO'S.	
HIGHWAY	FEDERAL AID PROJECT NO.			
SECTION				

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
029	1P LOOSE RIPRAP CLASS 50		CU YD	15.0000	204.800	3072.00	3072
030	1P ADJUSTING MANHOLES		EACH	400.0000	2.000	800.00	800
031	1P RECONSTRUCTING	CONCRETE MANHOL	EACH	650.0000	1.000	650.00	650
032	1P BRIDGE REMOVAL WORK		LUMP SUM	4000.0000	90.000	3600.00	3600
032	8P BRIDGE REMOVAL WORK		LUMP SUM	4000.0000	10.000	400.00	400
034	1P FURNISH PILE DRIVING	EQUIPMENT	LUMP SUM	11000.0000	90.000	9900.00	9900
034	8P FURNISH PILE DRIVING	EQUIPMENT	LUMP SUM	11000.0000	10.000	1100.00	1100
[illegible]5	1P FURNISH CONCRETE OR	STEEL PILING	LIN FT	20.0000	1,026.000	20520.00	20520
035	8P FURNISH CONCRETE OR	STEEL PILING	LIN FT	20.0000	110.000	2200.00	2200
036	1P DRIVE PILES		LIN FT	4.0000	734.000	2936.00	2936
036	8P DRIVE PILES		LIN FT	4.0000	32.000	128.00	128
037	1P STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	7820.0000	90.000	7038.00	7038
037	8P STRUCTURAL CONCRETE	CLASS 3300	LUMP SUM	7820.0000	10.000	782.00	782
038	1P STRUCTURAL CONCRETE	CLASS 4500	LUMP SUM	73000.0000	90.000	65700.00	65700
038	8P STRUCTURAL CONCRETE	CLASS 4500	LUMP SUM	73000.0000	10.000	7300.00	7300
039	1P REINFORCEMENT		LUMP SUM	18000.0000	90.000	16200.00	16200
039	8P REINFORCEMENT		LUMP SUM	18000.0000	10.000	1800.00	1800
040	1P COATED REINFORCEMENT		LUMP SUM	16000.0000	90.000	14400.00	14400
040	8P COATED REINFORCEMENT		LUMP SUM	16000.0000	10.000	1600.00	1600
041	1P REI[illegible] CONCRETE BRIDGE	END PANELS	SQ YD	60.0000	238.500	14310.00	14310
041	8P REI[illegible] CONCRETE BRIDGE	END PANELS	SQ YD	60.0000	26.500	1590.00	1590
042	1P THREE TUBE METAL RAILING		LIN FT	70.0000	207.000	14490.00	14490
042	8P THREE TUBE METAL RAILING		LIN FT	70.0000	23.000	1610.00	1610
043	1P REMOVAL OF EXISTING	SIGN INSTALL	LUMP SUM	2000.0000	100.000	2000.00	2000
[illegible]	1P WOOD SIGN POSTS		LUMP SUM	3000.0000	100.000	3000.00	3000
045	1P TYPE C AND D	SIGNS IN PLACE	SQ FT	8.0000	108.600	868.80	868
046	1P TYPE U SIGNS IN	PLACE	SQ FT	14.0000	4.800	67.20	67
047	1P TYPE EE SIGNS IN	PLACE	SQ FT	20.0000	6.300	126.00	126
	FORCE ACCOUNT ITEMS						
801	1P SPLICE CONCRETE PILES					157.93	157

DATE 06 11 [illegible]2 PG. 02 9083	TOTAL CONTRACT ITEMS	A =	$172,970.64
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	B	225,853.70
CHECKED BY:	FORCE ACCOUNT	N	7008.25
ENGINEER OR AUDITOR	TOTAL PAYMENTS		$405,832.59

AYMENT VOUCHER

TE HIGHWAY DIVISION

COUNTY	CONTRACT NO. 9083	ESTIMATE NO. 12	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
RIPRAP CLASS 50		CU YD	15.0000	204.800	3072.00	3072.00 A	
TING MANHOLES		EACH	400.0000	2.000	800.00	800.00 A	
STRUCTING	CONCRETE MANHOL	EACH	650.0000	1.000	650.00	650.00 A	
E REMOVAL WORK		LUMP SUM	4000.0000	90.000	3600.00	3600.00 B	
E REMOVAL WORK		LUMP SUM	4000.0000	10.000	400.00	400.00 B	
SH PILE DRIVING	EQUIPMENT	LUMP SUM	11000.0000	90.000	9900.00	9900.00 B	
SH PILE DRIVING	EQUIPMENT	LUMP SUM	11000.0000	10.000	1100.00	1100.00 B	
SH CONCRETE OR	STEEL PILING	LIN FT	20.0000	1,026.000	20520.[illegible]	20520.00 B	
SH CONCRETE OR	STEEL PILING	LIN FT	20.0000	110.000	2200.00	2200.00 B	
PILES		LIN FT	4.0000	734.000	2936.00	2936.00 B	
PILES		LIN FT	4.0000	32.000	128.00	128.00 B	
TURAL CONCRETE	CLASS 3300	LUMP SUM	7820.0000	90.000	7038.00	7038.00 B	
TURAL CONCRETE	CLASS 3300	LUMP SUM	7820.0000	10.000	782.00	782.00 B	
TURAL CONCRETE	CLASS 4500	LUMP SUM	73000.0000	90.000	65700.00	65700.00 D	
TURAL CONCRETE	CLASS 4500	LUMP SUM	73000.0000	10.000	7300.00	7300.00 B	
ORCEMENT		LUMP SUM	18000.0000	90.000	16200.00	16200.00 B	
ORCEMENT		LUMP SUM	18000.0000	10.000	1800.00	1800.00 B	
D REINFORCEMENT		LUMP SUM	16000.0000	90.000	14400.00	14400.00 B	
D REINFORCEMENT		LUMP SUM	16000.0000	10.000	1600.00	1600.00 B	
CONCRETE BRIDGE	END PANELS	SQ YD	60.0000	238.500	14310.00	14310.00 B	
CONCRETE BRIDGE	END PANELS	SQ YD	60.0000	26.500	1590.00	1590.00 B	
TUBE METAL RAILING		LIN FT	70.0000	207.000	14490.00	14490.00 B	
TUBE METAL RAILING		LIN FT	70.0000	23.000	1610.00	1610.00 B	
AL OF EXISTING	SIGN INSTALL	LUMP SUM	2000.0000	100.000	2000.00	2000.00 A	
SIGN POSTS		LUMP SUM	3000.0000	100.000	3000.00	3000.00 A	
C AND D	SIGNS IN PLACE	SQ FT	8.0000	108.600	868.80	868.80 A	
U SIGNS IN	PLACE	SQ FT	14.0000	4.800	67.20	67.20 A	
EE SIGNS IN	PLACE	SQ FT	20.0000	6.300	126.00	126.00 A	
CE ACCOUNT ITEMS E CONCRETE PILES					157.93	157.93 B	
2 PG. 02 9083		TOTAL CONTRACT ITEMS			A =	#172,970.64	
		% RETAINED ON CONTRACT ITEMS			B	225,853.70	
		FORCE ACCOUNT			N	7008.25	
		TOTAL PAYMENTS				$405,832.59	

ACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9083

ESTIMATE NO. 12

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
802 803	1P CORRECT SLOPE EROSION 1P DRILL & GROUT IMPACT PANEL				10598.27 4024.77	10598.27 4024.77
	Type Code Part Cont. Costs	Non-Cont. Const Costs.		Totals		
A	6201. 172,970.64	7008.25				
B	X020 225,853.70					
	Totals. 398,824.34	7008.25		$405,832.59		

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 06 11 82 PG. 03 9083	TOTAL CONTRACT ITEMS	391051.62	391051.62
PREVIOUS VOUCHER NO. 31052	-% RETAINED ON CONTRACT ITEMS		2,000.00
CHECKED BY: RMW/CSM	FORCE ACCOUNT	14780.97	14780.97
ENGINEER OR AUDITOR E RODRIGUEZ	TOTAL PAYMENTS	405,832.59	403,832.59

VOUCHER Y DIVISION	COUNTY	CONTRACT NO. 9083	ESTIMATE NO. 12
	HIGHWAY	FEDERAL AID PROJECT NO.	PREFIX NO'S.
	SECTION		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
E EROSION T IMPACT PANEL				10598.27 4024.77	10598.27 A 4024.77 B	
Part Cont. Costs	Non-Cont. Const Costs.		Totals			
172,970.64 225,853.70	7008.25					
398,824.34	7008.25		405,832.59			

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

03 9083	TOTAL CONTRACT ITEMS	391051.62	391051.62	
31052	-% RETAINED ON CONTRACT ITEMS		2,000.00	2,000.00
	FORCE ACCOUNT	14780.97	14780.97	
E RODRIGUEZ	TOTAL PAYMENTS	405,832.59	403,832.59	2,000.00

49721

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE ROSS BROS CONSTRUCTION 3501 BROOKLAKE RD N SALEM OR 97303	VOUCHER DATE 6-14-82	TOTAL AMOUNT $2,000.00
CONTRACT NO. 9083	ESTIMATE NO. 12 F	APPROVED: IX-0000 (13) Designated Authority
PERIOD COVERED: TO 11-7-80		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID. FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

rm 734-1020X (Rev. 8-81)

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                         JOB COST SUMMARY RUN ON
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                        CHANGES ARE CURRENT TO 06/20/87

                                             CREW   MSA         CURRENT      BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH         DATE
--         ------ -------- ---------- ------ -----         -------      ----------
C09083    000              598        8030
OBJ-DETAIL 598
                                                                                        SUBTOTAL
ACTIVITY

C09083    000     010      130        8030                                   19.93
OBJ-DETAIL 130                                                                19.93

ACTIVITY    010   Const. Engr.  F                                             19.93 SUBTOTAL

C09083    000     900      100        1090                                  -18.00
OBJ-DETAIL 100                                                               -18.00

C09083    000     900      136        0521                                  -91.42
OBJ-DETAIL 136                                                               -91.42

C09083    000     900      191        0521                                   -6.40
OBJ-DETAIL 191                                                                -6.40

C09083    000     900      504        0521                                    -.60
OBJ-DETAIL 504                                                                 -.60

ACTIVITY    900   PROJ. MGR.  F                                             -116.42 SUBTOTAL

C09083    000     908      001        7111                                   61.21
OBJ-DETAIL 001                                                                61.21

ACTIVITY    908   FIELD TESTING  F                                            61.21 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                     -35.28

C09083    010                         8004                                7,974.62 ***
OBJ-DETAIL                                                                7,974.62

ACTIVITY                                                                  7,974.62 SUBTOTAL

C09083    010     900      151        0521                                  -68.35
C09083    010     900      151        1090                                 -324.65
OBJ-DETAIL 15                                                               -393.00
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ACTIVITY

C09083  010     900        151        0521                                        -68.35
C09083  010     900        151        1090                                       -324.65
                                                                                 -393.00
OBJ-DETAIL 151
                                                                                 -393.00 SUBTOTAL
ACTIVITY  900  PROJ. MGR.   N-P
                                                                                7,581.62
SUB-JOB    010 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES




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                          JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                          CREW    MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL      NUMBER  FIELD          MONTH           DATE
--       ------ -------- ----------      ------  -----         -------      ----------
                                                                             429,346.86 ***
C09083   011                             8004                                429,346.86
OBJ-DETAIL
                                                                             429,346.86 SUBTOTAL
ACTIVITY
                                                                             429,346.86
SUB-JOB    011 SUBTOTAL
                                                                                  11.42 ***
C09083   080                             8004                                     11.42
OBJ-DETAIL
                                                                                  11.42 SUBTOTAL
ACTIVITY
                                                                                  11.42
SUB-JOB    080 SUBTOTAL
                                                                              20,620.20 ***
C09083   081                             8004                                 20,620.20
OBJ-DETAIL
                                                                              20,620.20 SUBTOTAL
ACTIVITY
                                                                              20,620.20
SUB-JOB    081 SUBTOTAL
                                                                             457,524.82
EA          C09083 TOTAL
```

```
                     CHARGES ARE CURRENT TO 06/20/87

                                          CREW   MSA           CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD          MONTH          DATE
--         ------ -------- ----------  ------ -----          -------       ----------
C09083     011                          8004                                429,346.86 ***
OBJ-DETAIL                                                                  429,346.86

ACTIVITY                                                                    429,346.86 SUBTOTAL

SUB-JOB      011 SUBTOTAL                                                   429,346.86

C09083     080                          8004                                     11.42 ***
OBJ-DETAIL                                                                       11.42

ACTIVITY                                                                         11.42 SUBTOTAL

SUB-JOB      080 SUBTOTAL                                                        11.42

C09083     081                          8004                                 20,620.20 ***
OBJ-DETAIL                                                                   20,620.20

ACTIVITY                                                                     20,620.20 SUBTOTAL

SUB-JOB      081 SUBTOTAL                                                    20,620.20

EA           C09083 TOTAL                                                   457,524.82


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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75-3

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-25-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO. 334-2526

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD FROM 02/28/79 TO 06/04/86

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-0000(11)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
230,273.98	209,417.68	.8815	184,601.68	184,601.68	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	9/25/86	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	NYBERG CREEK BRIDGE (TUALATIN) SECTION WASHINGTON COUNTY					
	Type Code ROW Right-of-Way					
	Right-of-Way	All Required			$164,863.00	
	TOTAL R/W COSTS				$164,863.00	
	Acquisition Expense	All Required			$ 44,554.68	
	TOTAL PARTICIPATING COSTS				**$209,417.68**	
	Non-Participating Costs					
	Acquisition Expense	All Required			$ 20,856.30	
	TOTAL COSTS				**$230,273.98**	
	Totals are as of the FHWA Billing Voucher dated 10/02/86. Revised R/W Plans were approved by FHWA 4/24/86. Participating Right-of-Way Costs are for Right-of-Way actually incorporated into the final project, and all costs have been previously certified by the Right-of-Way Engineer.					
	AMOUNT CARRIED FORWARD . . .					

```
11/08/86                                         JOB COST SUMMARY
                                  EA/S[illegible]JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                          PAYROLL CHARGES ARE LOADED

                                                      CREW       MSA           CURRENT                   CURRENT
       EA        SUBJOB   ACTIVITY   OBJ-DETAIL     NUMBER     FIELD          MONTH                     BALANCE

    C3342526      011        910        001          7111                                   .00
    C3342526      011        910        001          7111                                   .00

    C3342526      011        910        001                                                 .00

    C3342526      011        910        504          7111                                   .00
    C3342526      011        910        504          7111                                   .00

    C3342526      011        910        504                                                 .00

    C3342526      011        910                                                            .00

    C3342526      011                                                                       .00

    C3342526                                                                                .00
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R/w Descriptions

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                          JOB COST SUMMARY
                 EA/S[illegible]JOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED

                                       CREW      MSA             CURRENT                    CURRENT
SUBJOB    ACTIVITY    OBJ-DETAIL      NUMBER    FIELD            MONTH                      BALANCE

 011        910          001           7111                               .00                 70.71
 011        910          001           7111                               .00                 70.71

 011        910          001                                              .00                 70.71

 011        910          504           7111                               .00                  1.12
 011        910          504           7111                               .00                  1.12

 011        910          504                                              .00                  1.12

 011        910                                                           .00                 71.83

 011                                                                      .00                 71.83

                                                                          .00                 71.83
```

R/w Descriptions

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	333	2510	930	00 P 1				431.24	
			TOT	P1				71,474.87	
			TOT	N1				2,125.69CR	
			** JOB TOTALS **			**	**	69,349.18 **	
TUALATIN-NIBERG CR BR SW65 AV CONT NO		FA PROJ NOS M	0000011 100						STATE
	334	2526	296	00 N 9			82,933.85CR	192,258.85CR	
	334	2526	297	00 N 9				7,825.00	
	334	2526	298	00 N 9			82,933.85	184,433.85	
	334	2526	401	00 P 1	Net cost			48,350.00	
	334	2526	405	00 P 1				47,000.00	
	334	2526	407	00 P 1				8,900.91	
	334	2526	409	00 P 1				3.52	
	334	2526	412	00 P 1				578.69	
	334	2526	413	00 P 1	Taxes			15.83	
	334	2526	413	00 N 1				17.06CR	
	334	2526	414	00 P 1	Exp.			1,160.68	
	334	2526	415	00 P 1				15.10	
	334	2526	426	00 P 1				1,602.50	
	334	2526	430	00 P 1				170.18	
	334	2526	903	00 P 1				100,260.51	
	334	2526	903	00 N 1				20,873.36	
	334	2526	915	00 P 1	Audit services			61.91	
	334	2526	920	00 P 1		.18CR	39.35	116.30	
	334	2526	930	00 P 1	Exp.			1,104.72	
			TOT	P1		.18CR	39.35	209,345.85	
			TOT	N1				20,856.30	
			** JOB TOTALS **			.18CR**	39.35 **	230,202.15 **	
SW MAIN AVE-SW ALICE LANE CONT NO		FA PROJ NOS X10 9088003 100 X10 9088003							STATE
	334	2533	295	00 N 9				41,590.00	
	334	2533	296	00 N 9			64,394.51CR	915,889.30CR	
	334	2533	298	00 N 9			64,394.51	874,299.30	
	334	2533	401	00 P 1		423.96CR	31,791.37CR	154,996.63	
	334	2533	401	00 P 2		423.96	62,671.37	251,671.37	
								61CP	
	334	2533	402	00 P 1					
	334	2533	403	00 P 1			6,255.00	54,084.00	
	334	2533	404	00 P 1				44,511.00	
	334	2533	404	00 P 2			840.00	840.00	
	334	2533	405	00 P 1			15,575.00	283,997.00	
	334	2533	407	00 P 1		1.32CR	1,426.32	85,021.98	
	334	2533	409	00 P 1		.03CR	7.81	3,652.51	
	334	2533	411	00 P 1				18.65	
	334	2533	412	00 P 1		36.01	708.70	13,330.55	
	334	2533	413	00 P 1		.14CR	189.24	1,526.28	
	334	2533	413	00 N 1				30.67	
	334	2533	414	00 P 1		196.68	340.24	59,1[illegible].95	

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/22/86 20:18

FEDERAL APPROPRIATION: W36

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: M -0000-007									
F02475									
AGREEMENT TOTALS	130,401.36	110,742.49	129,070.50	85.80	110,742.49	110,742.49	.00		.00
FED PROJ TOTALS	130,401.36	110,742.49	129,070.50		110,742.49	110,742.49	.00		.00
FEDERAL PROJECT: M -0000-011									
F02482									
C3342526-010	20,856.30	.00	.00						
C3342526-011	209,417.68	184,601.68	209,417.68						
AGREEMENT TOTALS	230,273.98	184,601.68	209,417.68	88.15	184,601.68	184,601.68	.00		.00
FED PROJ TOTALS	230,273.98	184,601.68	209,417.68		184,601.68	184,601.68	.00		.00
FEDERAL PROJECT: M -9022-011									
F03613									
C7261973-000	4,686.72	2,086.41	4,686.72						
C7261973-011	3,074.47	4,755.08	3,074.47						
AGREEMENT TOTALS	7,761.19	6,841.49	7,761.19	88.15	35,700.00	6,841.49	.00		.00
FED PROJ TOTALS	7,761.19	6,841.49	7,761.19		35,700.00	6,841.49	.00		.00
FEDERAL PROJECT: M -9022-014									
F04288									
C10319 -000	3,415.17	4,069.84	3,415.17						
C10319 -001	15.00	.00	.00						
C10319 -011	238,575.42	198,660.64	226,646.65						
AGREEMENT TOTALS	242,005.59	202,730.48	230,061.82	88.12	256,961.00	202,730.48	.00		.00
FED PROJ TOTALS	242,005.59	202,730.48	230,061.82		256,961.00	202,730.48	.00		.00
FEDERAL PROJECT: M -9207-001									
F01805									
C2341956-010	1,130.66	.00	.00						
C2341956-011	89,721.19	76,980.78	89,721.19						

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO 6-2

TO: Jan Peterson
Contract Accounting Supervisor

DATE: February 13, 1985

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. M-0000(4)
Pacific Hwy.-S.W. Sagert Rd. Section
Nyberg Road and S.W. 65th Ave.
Washington County

The subject project has two agreements which state that Washington County will provide 50 percent of the matching funds required for the SW 65th Ave. Bridge Section, and that the City of Tualatin will provide 50 percent of the matching funds required for the roadway portions. When the prefix was assigned no provision was made to segregate the costs for the different areas of work by a separate prefix or group. It is now apparent that an audit of the charges will have to be made and costs segregated to permit a final accounting to the local agencies involved.

Therefore, would you have steps taken to accomplish this, perhaps in conjunction with preparation of the final voucher.

We have assigned a Group 2 for those costs which are in connection with the roadway and 50 percent matching funds by the City of Tualatin.

CPL:bkb
cc: G. Zehner

GZ

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Review of Management and Monitoring of Projects
Memo of February 16, 1983
HAM-OR/380.2
20 Projects

The following information is provided in regards to the subject matter to supplement information previously submitted on a project-by-project basis as follows:

M-9088(1) S.W. MURRAY BLVD.-S.W. ALICE LANE (BEAVERTON) SECTION:

The limitation does not apply on this project since right-of-way acquisition was authorized on September 16, 1981 and June 1, 1982. Construction on the first unit from Main to Alice Lane was authorized on August 4, 1982, and the second unit from Murray to Main was authorized on June 22, 1983. See M-9088(4), M-9088(5), and M-9088(6).

M-9822(3) S.E. STARK ST.-S.E. MAIN AVE. SECTION:

On this project a finding of no significant impact (FONSI) was approved by FHWA on September 23, 1981 upon which Phase II preliminary engineering was authorized. The acquisition of right-of-way was authorized on December 6, 1982, therefore, the five year limitation does not apply on this project and no further action is required. See Project No. M-9822(9)(Contract No. 9830) for the construction phase.

M-5262(1) FRONT ST.-PACIFIC HIGHWAY EAST (WOODBURN) SECTION:

Right-of-way was authorized on this section on December 15, 1978. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required.

BR-I-205-7(51)298 WILLAMETTE RIVER (W. LINN) BRIDGE SECTION:

This project received FHWA approval for Phase "A" of preliminary engineering on September 26, 1977 and consists of Electro-Slag Weld inspection in accordance with FHWA Notice N5040.23. The work is not yet complete, however, we contend that the five year limitation is not applicable to this project since the work is inspection in nature.

The subject project is in the Six Year Highway Improvement Program on page 15, item no. 072, for construction in FY '86.

M-0000(4) PACIFIC HIGHWAY-S.W. SAGERT ROAD:

This overall project required preparation of a negative declaration and preliminary engineering was authorized on September 26, 1977 on that basis. On June 9, 1978 a project assessment was submitted to FHWA for only the Nyberg Creek Bridge (Tualatin) Unit, which recommended a non-major action classification, which was concurred in by the FHWA on June 15, 1978. Authorization was then given for the PS&E preparation phase of preliminary engineering for only the bridge unit. The acquisition of right-of-way for the bridge portion was authorized on February 28, 1979 and construction was authorized on August 30, 1979.

The remainder of the right-of-way and construction provided for by the subject preliminary engineering project is listed as Nyberg Road and 65th Avenue Widening Section in the Interstate Transfer "Concept Program" on page 23, item no. 60. See Project No. M-0000(11) for right-of-way and Project No. IX-0000(13)(Contract No. 9083) for the construction phase.

RS-A-695(1) HILLCREST RD.-TINDLE CREEK RD.:

This preliminary engineering project received FHWA approval on September 30, 1977.

Yamhill County Board of Commissioners requested on July 27, 1978 that subject project be set back in priority because of the increased estimated cost. They said they prefer to limit their borrowing of funds from future years as much as possible.

This project is not currently listed in the current Six Year Highway Improvement Program. A request for an extension of the preliminary engineering phase will be submitted under separate action.

RRO-000S(27) BNRR X'ING @ MARKET ST. N.E. (SALEM) SECTION:

This preliminary engineering project was finaled in November, 1983. A letter dated 9-24-79 from the FHWA deferred the gates and lights construction until later date because of reconstruction of Front Street. Therefore, no further action is required.

IX-78(1) PARK PLACE CLACKAMAS COMMUNITY COLLEGE SECTION:

Right-of-way was authorized on this section on August 15, 1980. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required. See Project Nos. IX-78(4), IX-78(5) and IX-78(6)(Contract Nos. 9506, 9547, 9592 and 9717) for the construction phase. The paving of the roadway is presently scheduled for receipt of bids on October 25, 1984.

I-405-8(34)303 FREMONT BRIDGE SECTION:

This preliminary engineering project received FHWA approval on April 10, 1978 and consists of Electro-Slag Weld inspection in accordance with FHWA Notice N5040.23. We contend that the five year limitation is not applicable to this project because the work is inspection in nature. Bids were opened on January 26, 1984 for the construction provided for by the subject preliminary engineering project. See Project No. IR-405-8(40)303 (Contract No. 9753) for the construction phase.

SOS-2100(1) FALLS CREEK FALLS-ALSEA HIGHWAY SECTION:

This preliminary engineering project was finaled in February, 1983. Therefore, no further action is required.

M-2421(1) 4TH ST.-10TH ST. (MEDFORD) SECTION:

The acquisition of right-of-way was authorized on March 12, 1981 and construction was authorized on February 3, 1983; therefore, the five year limitation is no longer applicable. The Accounting

Section has been notified to submit the final voucher on this project. See Project Nos. M-2521(2) and M-2421(3)(Contract No. 9600) for the right-of-way and construction, respectively.

M-IX-9326(3) SUNSET HWY.-MULTNOMAH CO. LINE SECTION:

The five year limitation is no longer applicable on this project because the acquisition of right-of-way on the portion from Sunset Hwy.-Leahy Road was authorized on March 1, 1982 and construction was authorized on February 3, 1983.

The remainder of the right-of-way and construction provided for by the subject preliminary engineering project is listed as 84th to Multnomah Co. Line Section in the Interstate Transfer "Concept Program" on page 22, item no. 51.

See Project Nos. M-9326(9) and M-9326(12) (Contract No. 9602) for the right-of-way and construction phases, respectively.

M-IX-9718(1) S.E. 97TH AVE.-S.E. 122ND AVE. SECTION:

The acquisition of right-of-way on the portion from S.E. 92nd Ave.-S.E. 105th Ave. was authorized on September 18, 1981 and construction was authorized on October 27, 1982. Right-of-way on the portion from 105th Ave.-122nd Ave. was authorized on April 2, 1984. No further action is required.

F-9-1(1) CORVALLIS BYPASS SECTION:

This project received FHWA approval for preliminary engineering on February 8, 1978. FHWA approval of the Final Environmental Impact Statement was not received until May 16, 1983 and was filed with the Environmental Protection Agency on May 27, 1983. FHWA design approval was received on November 30, 1983.

The subject project is in the Six Year Highway Improvement Program on page 22, item 171 (Phase 1) for construction in FY '86 and Phase 2 is listed on page 82 as a development project. Further development of the project at this time is being financed by the City of Corvallis.

IX-26(12) McLOUGHLIN PEDESTRIAN SECTION:

On February 10, 1983, the City of Portland requested that the subject project be cancelled since the preliminary engineering studies determined the estimated cost of construction was beyond available funding. The Commission approved the cancellation of the project and a final voucher was submitted in February, 1984.

M-9043(2) W. UNION RD.-FARMINGTON RD. SECTION:

This preliminary engineering project was finaled in April, 1983. Therefore, no further action is required.

Bids were opened on March 25, 1982 (Unit 1) and December 16, 1982 (Unit 2) for the construction provided for by the subject preliminary engineering project.

See Project Nos. M-9043(3) Unit 1 (Contract No. 9456) and M-9043(4) Unit 2 (Contract No. 9586) for the construction phase.

F-50(2) COQUILLE RIVER BRIDGE (COQUILLE) SECTION:

Approval of the required Final Environmental Impact Statement (FONSI) was given by the FHWA on August 20, 1982 and authorization was given the same date for preparation of the contract plans (PS&E). This authorization establishes the five year limitation date as September 30, 1987.

Authorization has been received for the right-of-way phase of this project. See Project No. F-50(6) for the right-of-way for this section. The subject project is in the Six Year Highway Improvement Program on page 28, item no. 244 for construction in FY '85.

F-19(4) UMATILLA RIVER (RIVERSIDE) BRIDGE SECTION:

Right-of-way was authorized on this section on September 15, 1981. Therefore, the five year limitation on preliminary engineering has been satisfied and no further action is required. See Project No. F-19(5) for the right-of-way for this section. See Project No. FF-R-BRF-19(7)(Contract No. 9875) for the construction phase.

F-4-1(3) WILLIAMSON RIVER-MODOC POINT SECTION:

This preliminary engineering project was finaled in February, 1983. Therefore, no further action is required.

F-21-4(2) JOHN LOGAN LANE-PINE CREEK ROAD SECTION:

This project was originally programmed as "Buchanan Section" on 5-19-78, but a program change lengthening the project from 2.55 miles to 5.8 miles was approved on March 9, 1981. FHWA concurrence in Class III environmental classification was given on March 27, 1984 which requires a final environmental document (FONSI) to be prepared.

The required FONSI has not been completed, therefore, the five year limitation is not in effect on the project as yet and no further action is required.

The subject project is in the Six Year Highway Improvement Program on page 85 as a development project.

RDS:pf

cc: R. N. Bothman
General Files

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO 6-2

TO: Theodore Spence, Planning and
Programming Supervisor, Metro Region

DATE: August 20, 1984

FROM: Gary A. Potter, Manager
Program Section

Original Signed By
Max J. Klotz

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated on the attachment, I have requested additional obligations of Federal funds for each of the listed projects to cover cost increases. Please notify MSD of these actions.

RHZ:pf
Attachments

cc: G. Zehner, w/attach.
K. Bunk, Metro Region, w/attach.
General Files, w/attach.

REQUEST FOR ADDITIONAL FUNDS
MSD PROJECTS

			FEDERAL FUNDS		
FEDERAL AID PROJECT	PROJECT NAME		MSD TIP	PRESENT ESTIMATE	COST INCREASE
IX-9713(6)	Div. St.-Crystal Springs Rd.	PE	$ 145,042	$ 206,422	$ 61,380
IX-9822(3)	S.E. Stark-Main	PE	113,831	150,163	36,332
IX-0000(41)	Cornell-Murray	Const	1,683,738	1,772,398	88,660
IX-9718(6)	97th Ave.-122nd Ave.	Const	314,530	342,913	28,382
IX-9880(2)	242nd Ave.-Buxton Rd.	Const	581,400	591,239	9,839
IX-78(3)	Park Pl.-Clack. Comm. College	R/W	4,896,085	4,985,250	89,165
IX-9822(7)	S.E. Stark-S.E. 223rd	R/W	198,475	225,250	26,775
IX-9867(4)	Fariss Rd.-Powell Blvd.	R/W	1,003,000	1,190,000	187,000
IX-9926(6)	Basin Ave.-Going St.	R/W	271,150	296,310	25,160
M-0000(11)	Nyberg Creek Br.	R/W	145,176	186,878	41,702

RHZ:pf:8-20-84

Zehnel

X 23

Oregon State Highway Division
Salem, Oregon August 9, 1984

Federal-Aid Project No. M-0000(11)

Nyberg Creek Bridge (Tualatin) Section
County Road in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right of Way (Sta. 114+00 to Sta. 126+00)

Right of Way	All Required	$ 183,631.00
	Subtotal	$ 183,631.00
	Acquisition Expense	28,369.00
	Total	$ 212,000.00

Length of Project	0.227 mi.

Federal Funds (88.15%)	$ 186,878.00
State Funds	12,561.00
County Funds	12,561.00
Total	$ 212,000.00

Group 1 100%
Prefix: 334-2526

WH:bkb

[illegible]

Zehner

Oregon State Highway Division
Salem, Oregon July 6, 1984

Federal-Aid Project No. M-0000(11)

Nyberg Creek Bridge (Tualatin) Section
County Road in Washington County

REVISED
PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right of Way (Sta. 114+00 to Sta. 126+00)

Right of Way	All Required	$ 144,897.00
	Subtotal	$ 144,897.00
	Acquisition Expense	19,795.00
	Total	$ 164,692.00

Length of Project ------------------- 0.227 mile

Federal Funds (88.15%)	$ 145,176.00
State Funds	9,758.00
County Funds	9,758.00
Total	$ 164,692.00

Group 1 100%
Prefix: 334-2526

WH:me

rll

OSHD (Coulter.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington Clackamas	DIVISION Oregon
DATE OF REPORT 12/6/83	REPORT MADE BY 8 Thomas P. Lowe, Area Engineer		PROJECT NO. IX-0000(13)
COMPLETION DATE 11/7/80	ACCEPTANCE DATE BY CONTRACT AGENCY 6/10/82	TIME ELAPSED 98 %	CONTRACT TIME 250 days
APPROVED EXTENSIONS -----------	LOCATION See Below		

RECEIVED
STATE HWY ENGR
DEC 9 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NYBERG CREEK BRIDGE (TUALATIN) SECTION
FAU 9282 & 9556 (SW 65TH AVENUE)

Scope of Project

The project consisted of removing existing structure, constructing on improved alignment one reinforced concrete slab span bridge 100 feet long with a horizontal clearance of 46 feet, grading, draining, and high type paving approach roads at each end to provide two 12 foot traffic lanes and 14 foot variable median lane with 4 foot shoulders. Riprap has been placed on embankement slopes by force account.

The original authorization was $443,000. Final cost is $457,000. Bid items overran 2 percent. There was an overrun of about $7,000 in engineering which is not uncommon for a project of this type.

The minor embankment settlement noted in the final inspection report has been corrected by pumping grout under the effected sidewalk area. Also the guardrail anchor bolts and cables have been tightened.

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe Original Signed by T. P. LOWE		SIGNATURE Glenn K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 12/8/83	TITLE Field Operations Engineer	DATE 12/8/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9083 7-1-82 L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy.(Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge(Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE(Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

9083

L.

June 18, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9083

Gentlemen:

On June 16, 1982, we wrote to you concerning release of final payment on Contract No. 9083 awarded to Ross Bros. Construction, Inc. for work on the Nyberg Creek Bridge in Tualatin, Washington and Clackamas Counties.

Final payment on this contract is $2,000 and the total contract amount is $405,832.59 including $14,780.07 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
E. L. Hardt

4

L.

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

7182

May 22, 1981

RECEIVED
STATE HWY ENGR
MAY 26 '81
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

cy [illegible] 5/26

Washington County Dept. of Public Works
150 N. First Avenue
Hillsboro, Oregon 97123

Unified Sewerage Agency of Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Oregon State Highway Department
Salem, Oregon 97310

Re: Clayton Nyberg Property

This office represents Clayton Nyberg who owns property in the southeast quadrant of Highway I-5 and Nyberg Road, Tualatin, Washington County, Oregon. This property is drained by a natural stream running through the Nyberg premises easterly downstream and passing under Meridian Road near the junction thereof with Nyberg Road.

It is my understanding that the Washington County Road Department in conjunction with the State Highway Department and a private contractor reconstructed the bridge and road area over the stream adjacent thereto, and in so doing deposited foreign material and matter into the stream, or otherwise permitted same to collect therein, impeding the drainage flow of the stream in such a manner that the water is backed up a considerable distance westerly. This operates to preclude normal drainage for the Nyberg lands and interferes with the use thereof for agricultural purposes.

This is to request that you cause to be taken whatever steps are necessary to remedy this situation and allow normal, unimpeded drainage of the Nyberg lands to the same extent as pre-existed the recent construction activities.

I would appreciate it if you would have a designated representative of the proper office telephone me or stop by my office to discuss this matter, as I have photographs of the conditions above mentioned.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:o

9-3 L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Nyberg Creek Bridge (Tualatin)

WEEK ENDING: March 21, 1981

SECTION PREFIX: 334-1040

HIGHWAY: S.W. 65th Avenue

COUNTY: Clackamas-Washington

NAME OF JOB: Nyberg Cree k Bridge (Tualatin)

KIND OF WORK: Grading, Paving, Structure and Signing

CONTRACTOR: . Ross Bros. Construction, Inc.

CONTRACT NUMBER: 9083

FEDERAL AID PROJECT NUMBER: IX-0000(13)

DATE OF CONTRACT: February 26, 1980

DATE WORK STARTED: April 1, 1980

XXXXXXX COMPLETION DATE: November 7, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 250

CALENDAR DAYS USED 245

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 96

PROJECT AUTHORIZATION: $ 442,979.72

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 402,053.97

ENGINEERING AUTHORIZATION $ 35,126.15

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 402,053.97

ENGINEERING COST TO DATE $ 34,000.00

DATE PROJECT WAS COMPLETED: November 7, 1980

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 97 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		Extra Work
100	100	100	100	100			99+

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	6430-A							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Rain	0	0	
MONDAY	16	Showers	0	0	
TUESDAY	17	Cloudy/Dry	0	0	
WEDNESDAY	18	Windy/Dry	0	0	
THURSDAY	19	Cloudy/Dry	0	0	
FRIDAY	20	Cloudy/Dry	0	0	
SATURDAY	21		0	0	

K RECEIVED
MAR 24 1981
CONSTRUCTION BRANCH
Roberts
Berg
Inloes
Widner

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

15 SUNDAY	No activity.
16 MONDAY	No activity all week.
17 TUESDAY	
18 WEDNESDAY	
19 THURSDAY	
20 FRIDAY	
21 SATURDAY	

REMARKS

Status to date: Project complete except for minor jobsite clean-up. Semi-final to be submitted April 1, 1981.

Next week: Minor jobsite clean-up.

SIGNED Rodriguez
E. Rodriguez
LOCATION Beaverton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

9083

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4/18/80	CA 6857		

BILL TO: Code: WASHINC

State Treasurer - Local Govt Pool
Capital Bldg.
Salem OR 97304

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit on Nyberg Cr. Bridge [M-0000(13)]. Washington County requests transfer to Local Govt. Investment Pool Please give ck to Jan Inv. 2586			

Advance Deposit Amount $ 5,500.00
Advance Deposit Previously Transferred to Highway Fund $
Balance $ 5,500.00
Transfer to Highway Fund $
Refund Due $ 5,500.00
Partial or final request for billing Final
Number of the previous request in connection with this service.

Amount Due $
Submitted by: J Peterson
Approved: V E.

Form 734-1191 (Rev 1-79)

SP*35736-734

9083

OMB No. 04-R2089 L.

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
3-87.	**FEDERAL-AID PROJECT AGREEMENT** 3/10/80	County Washington Project No. IX-0000(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nyberg Creek Bridge (Tualatin)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	0.230
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 496,715.00	$ 422,206.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 10

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, February 19, 1980

Federal Aid Project
No. IX-0000(13)

Nyberg Creek Bridge (Tualatin)
FAU 9282 and 9556
Washington County

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 115+70 to Sta. 121+85) (Sta. 122+85 to Sta. 127+85)

Mobilization	All Required (42%)		$ 9,660.00
Temporary Protection and Direction of Traffic	All Required (42%)		1,260.00
Clearing and Grubbing	All Required		3,500.00
Removal of Structures and Obstructions	All Required		4,000.00
Embankment in Place	9,750 Cu.Yd.	$ 4.70	45,825.00
Toe Trench Excavation	65 Cu.Yd.	20.00	1,300.00
Trench Excavation	55 Cu.Yd.	15.00	825.00
Watering	115 M-Gal.	40.00	4,600.00
Aggregate Base	1,930 Cu.Yd.	11.15	21,519.50
Class "B" Asphalt Concrete	1,380 Ton	28.70	39,606.00
12-inch Sewer Pipe	360 Lin.Ft.	15.00	5,400.00
15-inch Slip Joints	2 Each	300.00	600.00
Concrete Inlets, Type G-1	2 Each	580.00	1,160.00
Concrete Inlets, Type G-2MA	1 Each	500.00	500.00
Guard Rail, Type 2A	763 Lin.Ft.	13.00	9,919.00
Guard Rail, Type 3	100 Lin.Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	160.00	640.00
Concrete Walks	22 Sq.Yd.	24.00	528.00
Concrete Curbs	37 Lin.Ft.	14.00	518.00
Extra for Asphalt Approaches	6 Each	450.00	2,700.00
Loose Riprap, Class 50	305 Cu.Yd.	15.00	4,575.00
Adjusting Manholes	1 Each	400.00	400.00
Reconstructing Concrete Manholes	1 Each	650.00	650.00
Removal of Existing Sign Installations	All Required		2,000.00
Wood Sign Posts	All Required		3,000.00
Type "C" and "D" Signs in Place	85 Sq.Ft.	8.00	680.00
Type "U" Signs in Place	5 Sq.Ft.	14.00	70.00
Type "EE" Signs in Place	6 Sq.Ft.	20.00	120.00
			$169,655.00

Anticipated Items		
Permanent Pavement Striping	All Required	$ 525.00
Temporary Pavement Striping	All Required	450.00
		$ 975.00

Subtotal	$170,630.50
Engineering	18,985.50
Total	$189,616.00

Type Code X020
Structure, Bridge No. 6430A (Sta. 121+85 to Sta. 122+85)

Mobilization	All Required (58%)		$ 13,340.00
Temporary Protection and Direction of Traffic	All Required (58%)		1,740.00
Temporary Signs	148 Sq.Ft.	$ 7.00	1,036.00
Temporary Barricades	20 Each	110.00	2,200.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	100 Lin.Ft.	8.00	800.00
Temporary Plastic Safety Markers	11 Each	80.00	880.00
Temporary Guide Posts	14 Each	20.00	280.00
Temporary Reflective Pavement Markers	106 Each	20.00	2,120.00
Flagmen	200 Hour	22.00	4,400.00
Bridge Removal Work	All Required		4,000.00
Structure Excavation	80 Cu.Yd.	12.00	960.00
Furnish Pile Driving Equipment	All Required		11,000.00
Furnish Concrete or Steel Piling	1,102 Lin.Ft.	20.00	22,040.00
Drive Piles	816 Lin.Ft.	4.00	3,264.00
Structural Concrete, Class 3300 (70 cy)	All Required		7,820.00
Structural Concrete, Class 4500 (315 cy)	All Required		73,000.00
Reinforcement (49,500 lb.)	All Required		18,000.00
Coated Reinforcement (29,400 lb.)	All Required		16,000.00
Reinforced Concrete Bridge End Panels	226 Sq.Yd.	60.00	13,560.00
Three Tube Metal Railing	231 Lin.Ft.	70.00	16,170.00
			$212,610.00

Oregon State Highway Division
Salem, Oregon, February 19, 1980

Federal Aid Project
No. IX-0000(13)

Anticipated Items		
Temporary Erosion Control	All Required	$ 1,000.00
	Subtotal	$213,610.00
	Engineering	28,837.00
	Total	$242,447.00

Length of Roadway	0.211 Mile
Length of Structure	0.019 Mile
Total	0.230

Cost of Roadway Per Mile $898,654.03

Work Retained in Program Status
(not included in amounts below)

Slide Correction	All Required	$ 5,000.00
Roadside Seeding and Mulching	All Required	500.00
Move Existing Signs	All Required	450.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	State Funds
Roadway	$189,616	$161,173	$17,066	$11,377
Structure	242,447	206,079	21,821	14,547
Subtotal	$432,063	$367,252	$38,887	$25,924
Reserve	64,652	54,954	5,819	3,879
Total	$496,715	$422,206	$44,706	$29,803

Group 1 - 95%
Group 8 - 5%
Contract No. 9083
Prefix: 234-1955
Prefix: 234-1940

Nyberg Creek Bridge (Tualatin)
(Nonparticipating - State work)

State Responsibility for Damages	All Required	$ 100.00

7023

January 31, 1980

Washington County
150 N. 1st Avenue, Room 418
Hillsboro, Oregon 97123

CON 4

Attn: John Crockett
Director of Public Works

Gentlemen:

On January 31, 1980 a satisfactory bid was received from Ross Bros. Const., Inc., 3501 Brooklake Road North, Salem, Oregon 97303 for construction of Nyberg Creek Bridge (Tualatin) Section, FAU 9202 and 9556. The advance deposit based on the anticipated construction cost of their bid is as follows:

BID ITEMS	$381,215.50
Slide Correction	$ 5,000.00
Permanent Pavement Striping	525.00
Temporary Pavement Striping	450.00
Temporary Erosion Control	1,000.00
Roadside Seeding & Mulching	500.00
State Responsibility for Damages	100.00
Move Existing Signs	450.00
4 1/2% Contingencies	17,515.82
9% Engineering	35,031.65
ESTIMATED TOTAL COST	$441,787.97
Bid Items 30 & 31 (100% County)	

County's Advance Deposit:
6% of $441,787.98 = $26,507.28
Plus 1,191.75 or say $ 27,700.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 22, 1980.

Please make your check for $27,700.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

RIGINAL [illegible]

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 722: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 722
when check is received.

9-33

B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-0000(13)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90137

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 8-30-79

DATE AUTHORIZATION EFFECTIVE 1-3-80

FEDERAL ROUTE NUMBER FAU 9282 & 9556

STATE ROUTE NUMBER County Roads

GENERAL LOCATION:

Nyberg Creek Bridge (Tualatin) Section

GENERAL DESCRIPTION OF WORK:

Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
Perm. & Temp. Pavement Striping $ 975
Temporary Erosion Control 1,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $496,715 - Federal Funds $422,206.

A signed copy of the Revised Title Sheet is returned herewith.

DATE 1-21-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-818

9556

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 734

234-1955

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-CLCO(4)
Project Name Nyberg Creek Bridge (Tualatin)
SW 65 Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

County of ____________

This R/W ACQUIRED BY OSHD under R/W Service Agreement.

____
County Judge/Chairman

Certified By:

Lynnell Rolfe
Regional Right-of-Way Supervisor
Date 12-18-79

____
Commissioner

____
Commissioner

H N

NCT D
F.C.

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 11, 1979

FROM: TED INLOES Ted Inloes
Region Utilities Engineer

TO: JACK CARTWRIGHT
Utility Engineer

SUBJECT: MANHOLE ADJUSTMENTS
Nyberg Creek Bridge
SW 65th & Nyberg Rd.
Washington & Clackamas
Counties
Prefix 234-1955

This letter is to discuss the adjustment and reconstruction of two manholes shown on the preliminary plans as item Nos. 14 and 15. These manholes belong to the City of Tualatin and should be adjusted by them. I have discussed these adjustments with the City of Tualatin and Washington County. Sam Powell of Washington County called me on this date and said that Washington County was agreeable to pay 100 percent of the cost of the two manhole adjustments.

Will you pass this information on the proper agency to handle the collection of these costs from Washington County.

TI/gw

cc: Marion Craft
Hank Rodriguez
Mike Borreson (Wash. Co.)
Sam Powell (Wash. Co.)
Mike McKillip (City of Tualatin)

RECEIVED
OCT 12 1979
RR & UTILITY UNIT

XC: Gary Zehner 10-15-79

10-1 . 79 — [illegible] [illegible]
[illegible] [illegible] [illegible]
include M H. adjustment
costs.

NOTED
J. M. CARTWRIGHT

[illegible] Says
[illegible] held
[illegible] men participating
[illegible] barred [illegible]
charged [illegible] by the
[illegible]
[illegible]

Section Nyberg Cr. B. (Tualatin) Programm Estimate $

Highway FAS 9282 & 9558 Project Length 1200'

County Washington & Clackamas Completion Time 250

Kind of Work Grade, Pave, Structure Est. Comp. Date

Prefix 234-1955 Letting Date Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 396,238^{50}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction	5000	
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping ✓	525	
Temporary Pavement Striping ✓	450	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control ✓	1000	
State Furnished		
Roadside Seeding & Mulching	500	$ 8025
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages ✓	100	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
Move Existing Signs	450	
Subtotal		$ 404,263^{50}
Contingencies (4-1/2%)		18,191^{86}
Engineering (~~8,~~ 9, ~~10%~~)		36,383^{72}
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 458,839^{07}

APPROVED

Rec
9-28-79
H

Road Design Engineer

EGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date

Section Nyberg Cr. Br. (Tualatin)

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		32,000
	Temporary Protection and Direction of Traffic		All	All		2100
	Temporary Signs		Sq Ft	148	6	888
	Temporary Barricades		Each	20	125	2500
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	100	6	600
	Temporary Plastic Safety Markers		Each	11	80	880
	Temporary Guide Posts		Each	14	20	280
	Temporary Reflective Pavement Markers		Each	106	3^{50}	371
	Flagmen		Hr	200	21-	4200
	Roadwork					
	Clearing and Grubbing		All	All		1500-
	Removal of Structures and Obstructions		All	All		2500-
	Embankment in Place		Cu Yd	9750	6-	58,500
	Toe Trench Excavation		Cu Yd	65	20-	1300
	Trench Excavation		Cu Yd	55	12-	660
	Watering		M-Gal	115	10-	1150
	Aggregate Base		Cu Yd	1930	10-	19,300
	Class "B" Asphalt Concrete		Ton	1380	26-	35,880
	12-inch Sewer Pipe		Lin Ft	360	14^{50}	5220
	15-inch Slip Joints		Each	2	375-	750
	Concrete Inlets, Type G-1		Each	2	550-	1100
	Concrete Inlets, Type G-2MA		Each	1	700-	700

[illegible]EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail, Type 2A		Lin Ft	763	13-	9919
	Guard Rail, Type 3		Lin Ft	100	25-	2500
	Guard Rail Anchors, Type 1		Each	4	300-	1200
	Rail End Pieces, Type C		Each	4	160-	640
	Concrete Walks		Sq Yd	22	25-	550
	Concrete Curbs		Lin Ft	37	7^{50}	277^{50}
	Extra for Asphalt Approaches		Each	6	250-	1500
	Loose Riprap, Class 50		Cu Yd	305	20-	6100
	Adjusting Manholes	} Non-Particip.	Each	1	250-	250
	Reconstructing Concrete Manholes		Each	1	1500-	1500
	Structure					
	Bridge Removal Work		All	All		5000
	Structure Excavation		Cu Yd	80	25	2000
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish Concrete or Steel Piling		Lin Ft	1102	14	4408
	Drive Piles		Lin Ft	816	2	1632
	Structural Concrete, Class 3300 (70 cy @ 270)		All	All		18,900
	Structural Concrete, Class 4500 (315 cy @ 270)		All	All		85,050
	Reinforcement (49,500 lbs @ 0^{50})		All	All		24750
	Coated Reinforcement (27,400 lbs @ 0^{70})		All	All		20580
	Reinforced Concrete Bridge End Panels		Sq Yd	226	46	10396
	Three Tube Metal Railing		Lin Ft	231	50	11550

[illegible]GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date

Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Signing					
	Removal of Existing Sign Installations		All	All		250
	Wood Sign Posts		All	All		1000
	Type "C" and "O" Signs in Place		Sq Ft	85	9	765
	Type "U" Signs in Place		Sq Ft	5	14	70
	Type "EE" Signs in Place		Sq Ft	6	12	72

10 [illegible] 79

Section Nyberg Cr. [illegible] (Tualatin) Programming Estimate $ 471 000

Highway FAS 9282 & 9558 Project Length 1200'

County Washington & Clackamas Completion Time 250

Kind of Work Grade, Pave, Structure Est. Comp. Date

Prefix 234-1955 Letting Date Project No. 1X-0000 (13)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Cost	Total
Estimated Contract Amount			$ 407,258.50
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction	5000		
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping ✓	525		
Temporary Pavement Striping ✓	450		
Remove Pavement Striping (Exist. & Temp.) ✓			
Temporary Erosion Control ✓	1000		
State Furnished			
Roadside Seeding & Mulching	500		$ 8025
Asphalt Cement Adjustment			
On the Job Trainees			
State Responsibility for Damages ✓	100		
Signal Controller Testing (Engineering)			
Bikeway Signs			
Furnish Mailbox Posts			
~~Adjust Utilities:~~			
Move Existing Signs	450		
Subtotal			$ 415,283.50
Contingencies (4-1/2%)			18,687.76
Engineering (~~8,~~ 9, ~~10%~~)			37,375.52
~~Subtotal~~			$
~~Credit for~~			
Estimated Net Authorization, Construction			$ 471,346.77

APPROVED

Road Design Engineer

NOTED
D. O. Christensen

Rec'd. 10-4-79
TIP $49[illegible]00
F.F 422,206
OK

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date
Section Nyberg Cr. Br. (Tualatin)
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		33.000
	Temporary Protection and Direction of Traffic		All	All		2100
	Temporary Signs		Sq Ft	148	6	888
	Temporary Barricades		Each	20	125	2500
	Temporary Continuous Rail Traffic Barrier, Reflectorized		Lin Ft	100	6	600
	Temporary Plastic Safety Markers		Each	11	80	880
	Temporary Guide Posts		Each	14	20	280
	Temporary Reflective Pavement Markers		Each	106	3.50	371
	Flagmen		Hr	200	21 -	4200
	Roadwork					
	Clearing and Grubbing		All	All		1500 -
	Removal of Structures and Obstructions		All	All		2500 -
	Embankment in Place		Cu Yd	9750	6 -	58,50
	Toe Trench Excavation		Cu Yd	65	20 -	1300
	Trench Excavation		Cu Yd	55	12 -	660
	Watering		M Gal	115	10 -	1150
	Aggregate Base		Cu Yd	[illegible]30	10 -	19,300
	Class "B" Asphalt Concrete		Ton	1380	26 -	35,880
	12-inch Sewer Pipe		Lin Ft	360	14.50	5220
	15-inch Slip Joints		Each	2	375 -	750
	Concrete Inlets, Type G-1		Each	2	550 -	1100
	Concrete Inlets, Type G-2MA		Each	1	700 -	700

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
Section
County
Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail, Type 2A		Lin Ft	763	13-	9919
	Guard Rail, Type 3		Lin Ft	100	25-	250
	Guard Rail Anchors, Type 1		Each	4	300-	120
	Rail End Pieces, Type C		Each	4	160-	64
	Concrete Walks		Sq Yd	22	25-	55
	Concrete Curbs		Lin Ft	37	7^{50}	27
	Extra for Asphalt Approaches		Each	6	250-	15
	Loose Riprap, Class 50		Cu Yd	305	20-	610
	Adjusting Manholes		Each	1	250-	25
	Reconstructing Concrete Manholes		Each	1	1500-	15
	Structure					
	Bridge Removal Work		All	All		50
	Structure Excavation		Cu Yd	80	25	20
	Furnish Pile Driving Equipment		All	All		12,0
	Furnish Concrete or Steel Piling		Lin Ft	1102	14	15,42
	Drive Piles		Lin Ft	816	2	163
	Structural Concrete, Class 3300 (70 cy @ 270)		All	All		18,9
	Structural Concrete, Class 4500 ([illegible])		All	All		85,0
	Reinforcement (40,500 lb @ 0[illegible])		All	All		247
	Coated Reinforcement (27,400 lb @ 0^{70})		All	All		205
	Reinforced Concrete Bridge End Panels		Sq Yd	226	46	103
	Three Tube Metal Railing		Lin Ft	231	50	115

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3

Date

on

County

d Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Signing					
	Removal of Existing Sign Installations		All	All		250
	Wood Sign Posts		All	All		1000
	Type "C" and "D" Signs in Place		Sq Ft	85	9	765
	Type "U" Signs in Place		Sq Ft	5	14	70
	Type "EE" Signs in Place		Sq Ft	6	12	72

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. R. N. Bothman
Metropolitan Engineer
Attention Jim McClure

DATE: August 31, 1979

FROM:
T. G. Thompson
Supervising Structural Des. Engr.
TG Thompson

SUBJECT:
Nyberg Creek Bridge
Nyberg Creek Bridge Section
S.W. 65th Ave. (FAU-9274)
Washington County

Enclosed are four prints of Drawings 34061 thru 34065, which are the advance plans for the subject structure. These drawings have been revised to widen the shoulders by eliminating the left sidewalk. The new roadway width is 51'-10 1/2", which includes approximately 7' shoulders.

Our present estimate of costs for the proposed contract is as follows:

Grading & Paving	$175,000
Structure	206,700
Engineering & Contingencies	67,600
Total	$449,300

It is planned to call for bids on this section on November 15, 1979.

Please make a field review and return one set by September 20, 1979 with your comments and/or corrections noted thereon.

GDA:smd

Enclosures

cc Bob Wright, Tualatin City Engr. /w/ 2 sets encls.
Mike Borrensen, Washington Co. Engr. /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specifications /w/ 1 set estimate sheet (unchecked)
Marion Craft /w/ 1 set
Construction /w/ 1 set
Utility Unit /w/ 1 set
City County Unit
Design /w/ 1 set
Enrique Rodriguez /w/ 1 set

PROJECT MANAGEMENT BRANCH
2
REFERRED TO ✓
FOR M
FILE: PM FA LG.

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-0000(13)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90137

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 6 '79
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-6
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
8-30-79	8-30-79	FAU 9282 & 9556	County Roads

GENERAL LOCATION: Nyberg Creek Bridge (Tualatin) Section

GENERAL DESCRIPTION OF WORK: One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $496,173 - Federal Funds $422,206.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-018

B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 30, 1979

In reply refer to: HFO.1-OR

1 AU 9282
9556

SUBJECT: Oregon Project M-0000(11)
Nyberg Creek Bridge
S.W. 65th Avenue
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

For the reasons outlined in Mr. Ellison's August 28, 1979, letter an exception to the minimum AASHTO design standards on this project is considered to be in the public interest and is therefore approved.

G. L. Green

cc:
OSHD (Walt Hart)

RECEIVED
STATE HWY ENGR
SEP 4 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9.6

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-0000(11)

STATE P[illegible]CT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90137

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 2-28-79

FEDERAL ROUTE NUMBER FAU 9282 & 9556

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
Nyberg Creek Bridge (Tualatin) Unit

GENERAL DESCRIPTION OF WORK:
Right of Way

RECEIVED
STATE HWY ENGR
MAR -7'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of February 26, 1979, you are now authorized to proceed with all phases of right of way acquisition as shown on right of way map 10C-50-17. Total estimated cost of $152,800 with Federal participation limited to $134,500 is approved.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE 2-28-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for District Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7083

B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project IX-0000(13)
Nyberg Creek Bridge (Tualatin)
S.W. 65th Avenue
Washington County

DATE: August 15, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Hart's August 13, 1979, letter does not adequately support a reduction in the AASHTO Standards on the subject project. Because the presently proposed roadway width exceeds that originally proposed and approved by the City of Tualatin, Washington County, Clackamas County, and the TAC Committee, is not considered adequate justification.

Paragraph 4e of FHPM 6-2-1-1, dated April 7, 1978, outlines the minimum criteria necessary to obtain approval of an exception to the Standards. In addition to the support information a finding in the public interest is also requested.

For
G. L. Green

RECEIVED
STATE HWY ENGR
AUG 16 '79
REFER TO
Hart
FOR
Info | Inves | R/D | D.H. | Sign | [✓ Act] | File

8-16
cc Marking

R

1-3

August 1, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of July.

		Funds		
Project	Work	Federal	State	Local
1) W. Approach, Sellwood Br.	Constr.	$606,218	$64,188	$42,792
2) Nyberg Cr. Br. (Tualatin)	Constr.	422,206	44,704	29,803
3) Scholls Hwy. @ Allen Blvd.	PE, Constr.	48,048	5,087	3,392
4) Cornell Rd. @ Murray Blvd.	Constr.	71,560	7,577	5,051
5) S.E. 132nd Ave.-S.E. 142nd Ave.	Constr.	126,764	13,422	8,948

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of July.

Sincerely,

F. B. Klaboe
Director

JLG:dmc fn
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

90

B

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: July 30, 1979

In reply refer to: HFO.1-OR

SUBJECT: Oregon Project IX-0000(13)
Nyberg Creek Bridge
Washington County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The PR-1 forms and project maps submitted with Mr. Swan's July 11, 1979, letter has been reviewed. The information shown on the PR-1 form indicates the structure will have a 46-foot horizontal clearance with two 12-foot lanes, a 14-foot median lane and 6-foot shoulders. The proposed shoulder width is not consistent with the AASHTO Standards which require a minimum 8-foot wide shoulder. Also the sum of the lane widths proposed would require a structure with a 50-foot horizontal clearance.

For the above reasons, the PR-1 cannot be approved as submitted. A request for an exception to the Standards would be given consideration.

G. L. Green

RECEIVED
STATE HWY ENGR
AUG 2'79
REFER TO
[illegible]
FOR
Info

R

8

9282 -
9056

1859

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 11, 1979

In Reply Refer to
File No:

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90137
Project No. IX-0000(13)
Nyberg Cr.Br. (Tualatin)Sec.
Washington County

Attached support data consists of PR-1 forms and project maps.

I request transfer of Interstate Substitution General Funds for construction of the project, as we are ready to request PS&E approval. This action will involve an estimated total cost of $496,713 with Federal funds in the amount of $422,206.

This request is based on the July 9 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

JLG:CL:fkc
Attachments

cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att

N 4

AN EQUAL OPPORTUNITY EMPLOYER

Budget Bureau No. 41-R2067
U.S

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. July 11, 1979

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 212, 0.3 mi E of Jct. I-5, SE 0.23 mi 21 65		ADT	PRESENT 5,800	FUTURE 15,000 (66) (70)	YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* One bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) IX- 14 23	NUMBER 0000 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funded	COUNTY NAME Washington			CO (1
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 9282 & 9556 (32)	STATE (36)	U.S. (37) --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Nyberg Creek Bridge (Tualatin) Sec.					
5					**ROW**							
5					**CONST** (CODE) TOPICS X020			0,23	496,713	422,206	44,704	29,803

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.23	496,713 (16) (23)	422,206 (24) (33)	44,704	29,803	
1	14	PROGRAM APPROVAL DATES 10-18-79					REMARKS		

REMARKS

Additional data see item 71414
Project No. M-0000(4) & M-0000

2341955

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 11, 1979

ECT LOCATION (45 typewriter spaces) 212, 0.3 mi E of Jct. I-5, SE 0.23 mi 65	ADT	PRESENT 5,800 (66)	FUTURE 15,000 (70)	YEAR 99 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 823 (4) (9)

ITEM NO.
90137
(14) (18)

WORK (35 typewriter ridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) IX- 14 23	NUMBER 0000 7	SEQ. NO. (13) 13	I Projects Only: POST MI. (24) (26)	DESIG. 27

Interstate Substitutions General Funded	COUNTY NAME Washington	CODE 067 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2
Portland	ROUTE NO. U	FEDERAL-AID 9282 & 9556 (32)	STATE (36)

U.S.
--
(37) (41)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E		"Nyberg Creek Bridge (Tualatin) Sec.						ADJ. util as req.
OW								
ONST CODE) OPICS 020			0,23	496,713	422,206	44,704	29,803	ROW-85' minimum; Access Control-none; Parking Restric- tions-complete.
	JLG	PROJECT TOTALS	0.23	496,713	422,206	44,704	29,803	
				(16) (23)	(24) (33)			

ROVAL DATES

10-18-79

REMARKS

Additional data see item 71414, 71415 & 90137;
Project No. M-0000(4) & M-0000(11)

- over -

USCOMM DUSCOMM-DC 48905-P6

Nyberg Creek Bridge (Tualatin) Unit
Project No IX-0000(13)

Project Data: Work consists of remove existing structure, construct on improved alignment one reinforced concrete slab span bridge (Br. No. 6430A) 100 feet long with a horizontal clearance of 46 feet having 5'-10" walk each side, grade, drain and high-type pave approach roads at each end to provide two 12 foot traffic lanes, 14 foot median lane with 6 foot shoulders and perform incidental work common to this type of project. Adjust utilities as required.

Note:
1) This project is in Congressional District No. 1
2) Included in CRAG FY '79 TIP Annual Element referred to as S.W. 65th/Nyberg Rd.-I-5 to Sagert Rd. Unit #1 item 90 on page 45 and also see MSD resolution 79-24.

3) State Clearinghouse PNRS No. 7708-2-670

July 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for five highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
1. W. Approach, Sellwood Br.	Const.	$606,218	$64,189	$42,792
2. Nyberg Cr. Br. (Tualatin)	Const.	422,206	44,704	29,803
3. Scholls Hwy. @ Allen Blvd.	Const.	48,048	5,087	3,392
4. Cornell Rd. @ Murray Blvd.	Const.	71,560	7,577	5,051
5. SE 132nd Ave.-SE 142nd Ave.	Const.	126,764	13,422	8,948

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

JLG:dmc

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District
D. H. Moehring
H. S. Coulter
R. N. Bothman

July 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

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I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
1. W. Approach, Sellwood Br.	Const.	$606,218	$64,189	$42,792
2. Nyberg Cr. Br. (Tualatin)	Const.	422,206	44,704	29,803
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4. Cornell Rd. @ Murray Blvd.	Const.	71,560	7,577	5,051
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JLG:dmc

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District
D. H. Moehring
H. S. Coulter
R. N. Bothman

23[illegible]1955-440

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-7437
TELEPHONE

TO: Jerry Wimer, Project Management
Local Government Engineer

DATE: April 18, 1979

Ron Kleinschmit

FROM: Ron Kleinschmit
Project Coordinator

SUBJECT: Nyberg Creek Bridge
FAU 9724 (S.W. 65th Avenue)
Washington and Clackamas County
Preliminary Plan Approval

Attached with comments are approved preliminary plans on the above project.

Bob Ewen and I met with Mike McKillip, Public Works Director for the City of Tualatin on April 10, to discuss the city's letter of March 28. The following was decided:

1. The city will adjust their water line in the proposed channel area. Minor grading to remove existing surfacing should not require further adjustments.
2. Cooperation by the contractor as per standard specs, will alleviate any conflicts in this area.
3. Adjustment of the lift station appears unnecessary according to the grades and fills designed. A minor protection wall built under the contract would be preferred to disturbance of the facility if any adjustment were required.
4. All manholes that require adjustment appear to be covered by contract.
5. Drainage on the roadway should not be a conflict under phase 1 construction.
6. The city feels that proposed sewer interceptor work will not be a conflict with phase 1, and should be planned prior to phase 2 (roadway work).

If you have any further questions, please contact me.

Attachments

RK/PE

cc: D.R. Adams
M.J. Klotz
J.D. McClure
R.T. Ewen
T. Inloes
D.O. Christensen } SENT
Jack Sullivan } 4-23-79

'M'

[illegible]

[illegible] Plans
[illegible] D.O.C. 4-23-79

CITY OF TUALATIN
18880 SW CHELAN AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-6891

MA PDM PDE TSE SPC
ODOT - METRO
APR 18 1979
AM PPS FILE T/A

April 16, 1979

Mr. Ron Kleinschmit, Project Coordinator
Oregon Department of Transportation
Metropolitan Branch
5821 N.E. Glisan Street
Portland, OR 97213

Dear Ron:

Enclosed please find one set of preliminary construction plans for the Nyberg Creek bridge project. As shown on the front page of the construction plans enclosed, the project is approved by the City of Tualatin as you requested. Our approval is subject to the notes shown on page 3: 1. That the City is not responsible for any relocation or adjustment of the existing pump station; 2. During construction, the contractor is to be responsible for maintaining the sanitary sewer lines in an operable condition.

As we discussed in my office on April 10, 1979, the City will relocate their water line in the vicinity of the existing bridge to provide for the widened water way to be constructed. The City expects to work in close contact with the resident engineer for the construction on this project to accomplish the water line relocation at the most advantageous time.

Please keep me informed of the status of this project.

Sincerely,

Michael A McKillip

Michael A. McKillip
Public Works Director

MAM/ma

Enclosure

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

April 9, 1979

MA PDM PDE TSE SPC
ODOT - METRO
APR 11 1979
AM PPS FILE T/A

Ron Kleinschmit
Project Coordinator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Nyberg Creek Bridge (65th Avenue)

Dear Ron:

After reviewing the letter from Mike McKillip dated March 28th, we have decided to include the cost of the sewer lift station in the project. As the city has not yet taken control of the sewer line and the owners do not have the funds to make the necessary adjustments, we could end up in a legal hassle over who is to pay the costs. This would, in turn, delay the project and raise the costs.

As an alternative to adjusting the lift station, would it be possible to construct a retaining wall around it and save some money? Mike's comment about the 0% grade is also worth noting. The vertical curve on the north side of the bridge should start near the structure (approximately 121+50) instead of Station 119+50.

Sincerely yours,

Michael A. Borresen
Project Development Engineer

MAB:pj

9083

1-9-79

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
2B, 2C, 2D	Stage Construction, Temporary Protection & Direction Of Traffic
2E	Signing
2F	Summary
3	Plan & Profile

2E, 2F: Not Incl.

PRELIM
SUBJEC
FINAL

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

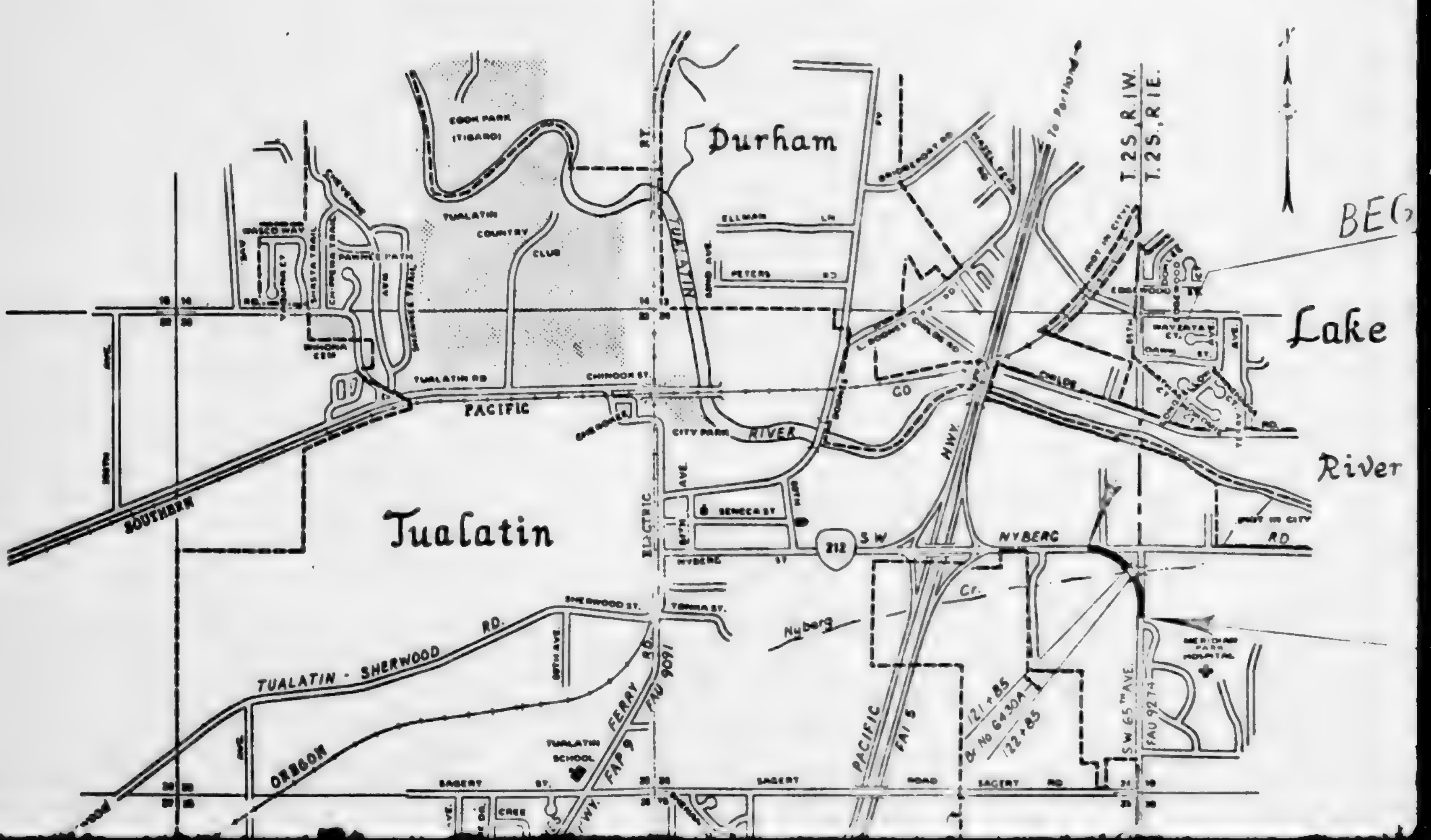
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

NYBERG CR. BRIDGE (TUALATIN) SEC.

FAU 9274 (S.W. 65TH AVE.)

WASHINGTON AND CLACKAMAS COUNTIES


Durham
Tualatin
Lake
River
BEG
Cook Park (Tigard)
Tualatin Country Club
Tualatin River
Pacific
Southern
Tualatin Rd
Chinook St.
City Park
Electric
Ellman Ln
Peters
Seneca St.
Nyberg St.
212
S.W. Nyberg Rd
Nyberg
Cr.
Hwy.
To Portland
Pacific FAI 5
Tualatin - Sherwood Rd.
Oregon
Sherwood St.
Ferry Rd.
FAP 9
FAU 9091
Tualatin School
Sagert St.
Sagert Rd
S.W. 65TH AVE.
FAU 9274
121+85
Br. No 6430A
122+85
Meridian Park Hospital
T.2S., R.1W.
T.2S., R.1E.

APPROVED John L 4-9 1979
for BOARD OF COMMISSIONERS OF ______ COUNTY
BY John L Anicker
CHAIRMAN

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
FEB 27 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

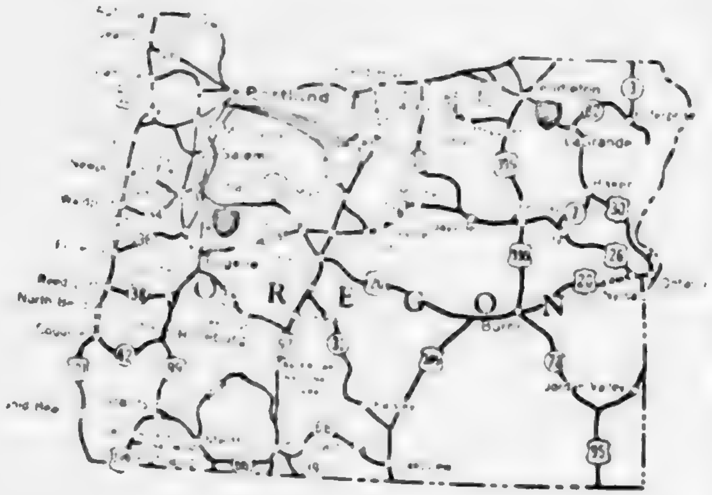
NYBERG CR BRIDGE (TUALATIN) SEC. FAU 9274 (S.W. 65TH AVE.) WASHINGTON AND CLACKAMAS COUNTIES				Sheet No 1
[illegible]	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

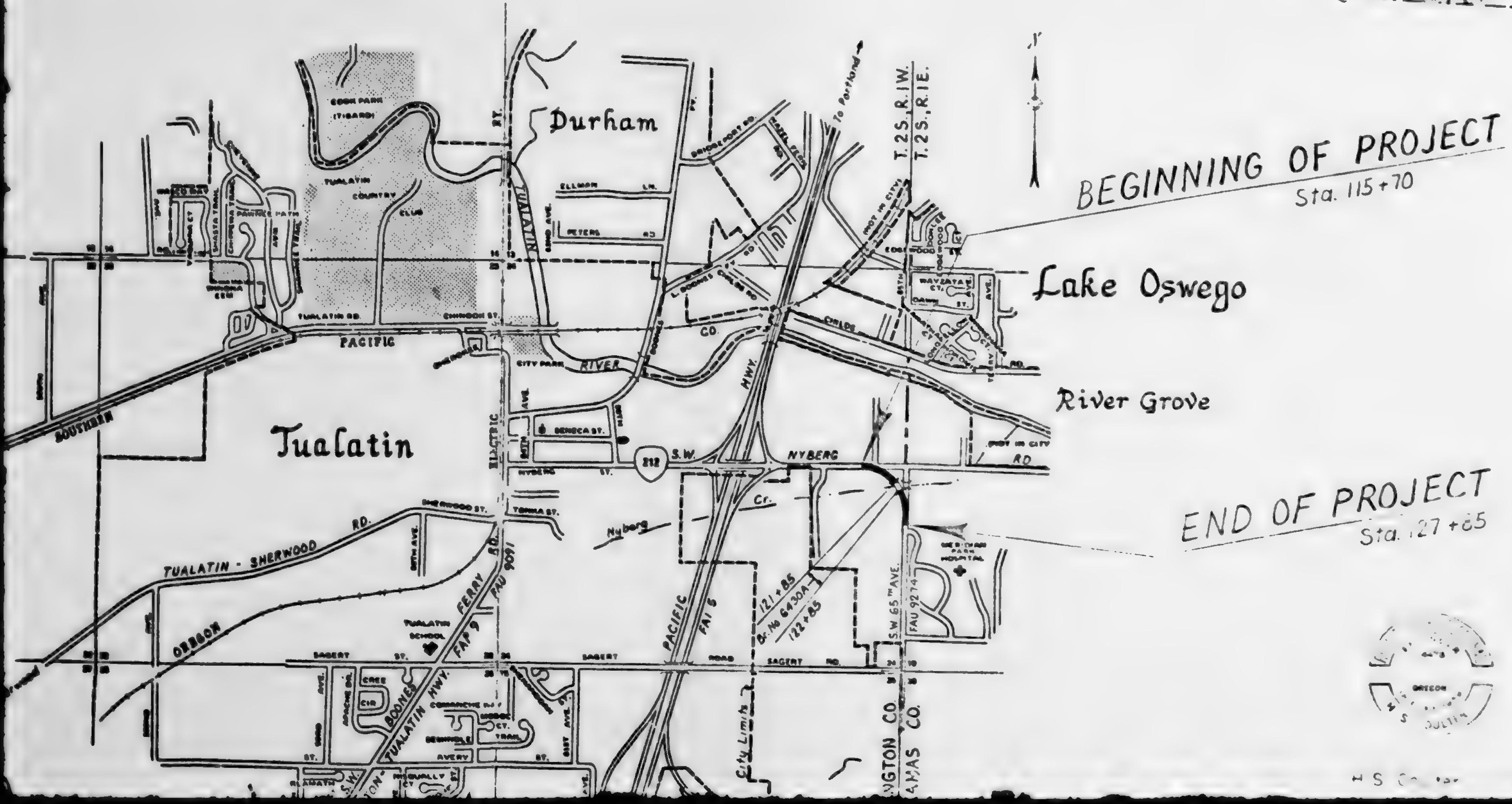
FAI-X

NYBERG CR. BRIDGE (TUALATIN) SEC.

FAU 9274 (S.W. 65TH AVE.)

WASHINGTON AND CLACKAMAS COUNTIES


Portland
O R E G O N


Durham
Tualatin
Lake Oswego
River Grove
BEGINNING OF PROJECT
Sta. 115+70
END OF PROJECT
Sta. 127+85
To Portland
T.2S., R.1W.
T.2S., R.1E.
TUALATIN RIVER
PACIFIC HWY.
FAI 5
NYBERG RD
S.W. NYBERG ST.
212
Nyberg Cr.
TUALATIN - SHERWOOD RD.
OREGON
SOUTHERN PACIFIC
BOONES FERRY RD.
TUALATIN HWY. FAP 9
FAU 9091
ELECTRIC
SAGERT RD.
S.W. 65TH AVE.
FAU 9274
121+85
Br. No 6430A
122+85
City Limits
WASHINGTON CO.
CLACKAMAS CO.
TUALATIN COUNTRY CLUB
COOK PARK (TIGARD)
TUALATIN SCHOOL
MERIDIAN PARK HOSPITAL
ELLMAN LN.
PETERS RD
CHILDS RD
SENECA ST.
WAYZATA CT.

PRELIMINARY COPY
SUBJECT TO CHANGE

3	Plan & Profile

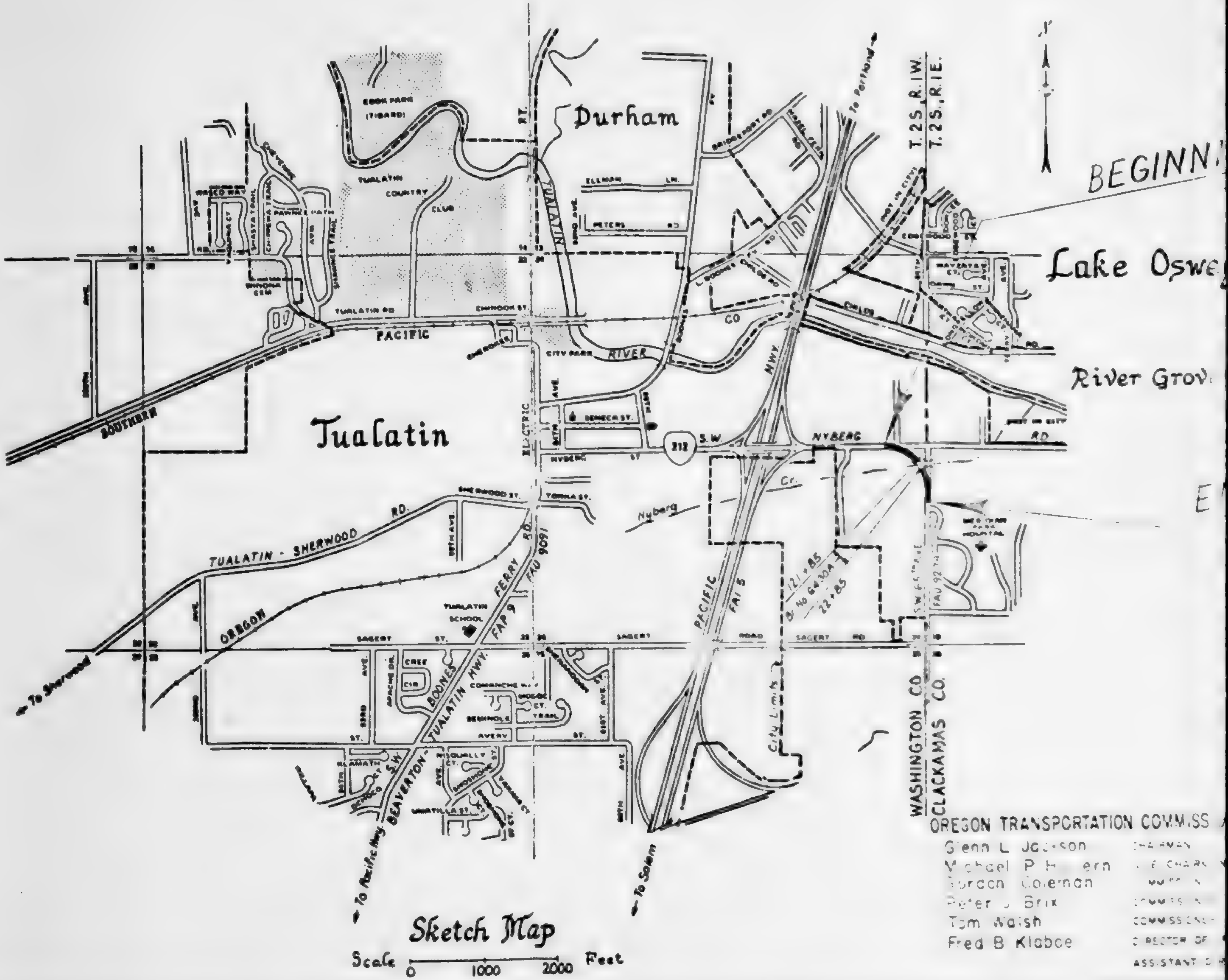
PLANS FOR PROPOSED PROJECT

NYBERG CR. BRIDGE (TUALATIN) SEC.

FAU 9274 (S.W. 65TH AVE.)

WASHINGTON AND CLACKAMAS COUNTIES

APPROVED ________ 4-9 1979
BOARD OF COMMISSIONERS OF ________ COUNTY
BY ________ CHAIRMAN


Durham
Tualatin
Lake Oswe
River Grov
BEGINN
E
COOK PARK (TIGARD)
TUALATIN COUNTRY CLUB
TUALATIN RIVER
PACIFIC
SOUTHERN
TUALATIN RD
CHINOOK ST.
CITY PARK
ELECTRIC
NYBERG
S.W. NYBERG RD.
212
Nyberg Cr.
TUALATIN - SHERWOOD RD.
OREGON
SHERWOOD ST.
TUALATIN SCHOOL
BOONES FERRY RD. FAP 9 FAU 9091
S.W. BEAVERTON - TUALATIN HWY.
SAGERT ST.
SAGERT RD.
PACIFIC FAI 5 HWY.
City Limits
121+85 Br. No 6430A 122+85
S.W. 65TH AVE. FAU 9274
WASHINGTON CO.
CLACKAMAS CO.
T.2S.,R.1W.
T.2S.,R.1E.
To Portland
To Sherwood
To Pacific Hwy.
To Salem
N
Sketch Map
Scale 0 1000 2000 Feet

OREGON TRANSPORTATION COMMISS

Glenn L Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRM
Gordon Coleman	COMMISSION
Peter J Brix	COMMISSION
Tom Walsh	COMMISSIONER
Fred B Klaboe	DIRECTOR OF
	ASSISTANT D

DEPARTMENT OF TRANSPORTATION

SUBJECT TO CHANGE
FINAL DESIGN UNIT

FAI-X

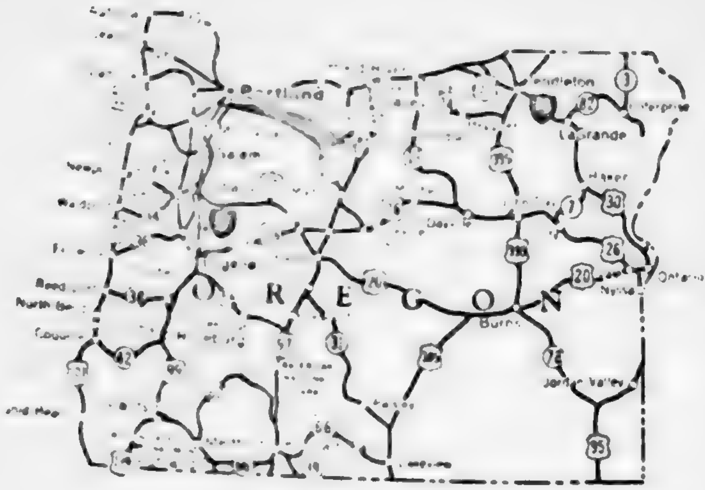
STATE HIGHWAY DIVISION

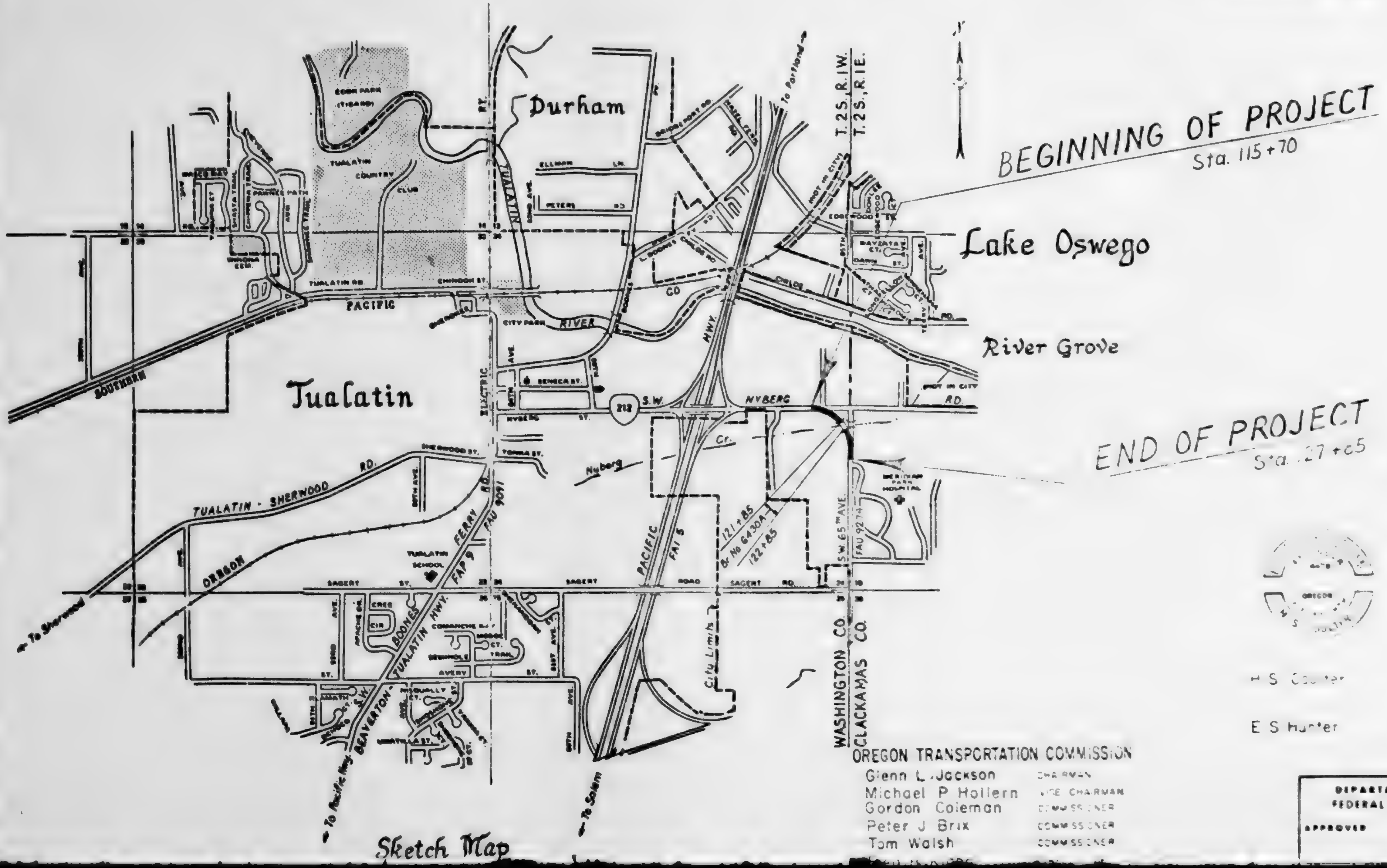
PLANS FOR PROPOSED PROJECT

NYBERG CR. BRIDGE (TUALATIN) SEC.

FAU 9274 (S.W. 65TH AVE.)

WASHINGTON AND CLACKAMAS COUNTIES


Portland
O R E G O N


Durham
Tualatin
Lake Oswego
River Grove
BEGINNING OF PROJECT
Sta. 115+70
END OF PROJECT
Sta. 127+85
TUALATIN RIVER
PACIFIC
SOUTHERN
ELECTRIC
NYBERG RD.
S.W. 212
Nyberg Cr.
TUALATIN - SHERWOOD RD.
OREGON
BEAVERTON - TUALATIN HWY. FAP 9
BOONES FERRY RD. FAU 9091
PACIFIC HWY. FAI 5
SAGERT RD.
City Limits
121+85
Br. No 6430A
122+85
S.W. 65TH AVE.
FAU 9274
WASHINGTON CO.
CLACKAMAS CO.
T. 2S., R.1W.
T. 2S., R.1E.
To Portland
To Sherwood
To Pacific Hwy.
To Salem
TUALATIN COUNTRY CLUB
COOK PARK (TIGARD)
MERIDIAN PARK HOSPITAL
TUALATIN SCHOOL
N

Sketch Map

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

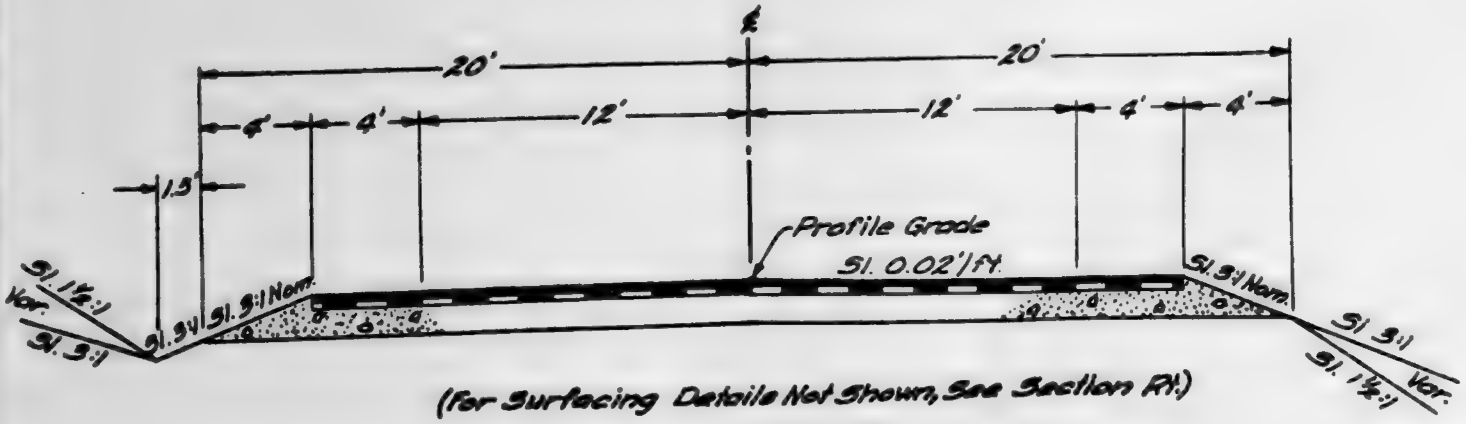
H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	TECHNICAL SERVICES ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

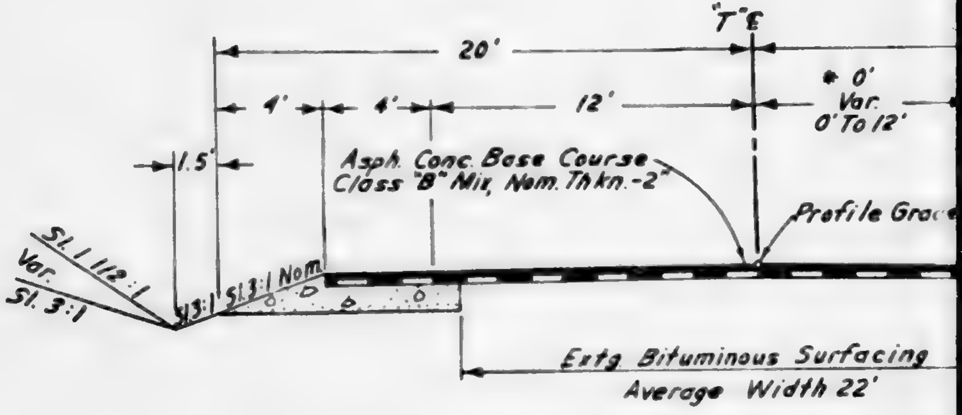
R/W Map No. 10C-50-17

TYPICAL SECTIONS


℄
20'
20'
4'
4'
12'
12'
4'
4'
1.5'
Profile Grade
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 3:1
Sl. 3:1
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1½:1
Var.

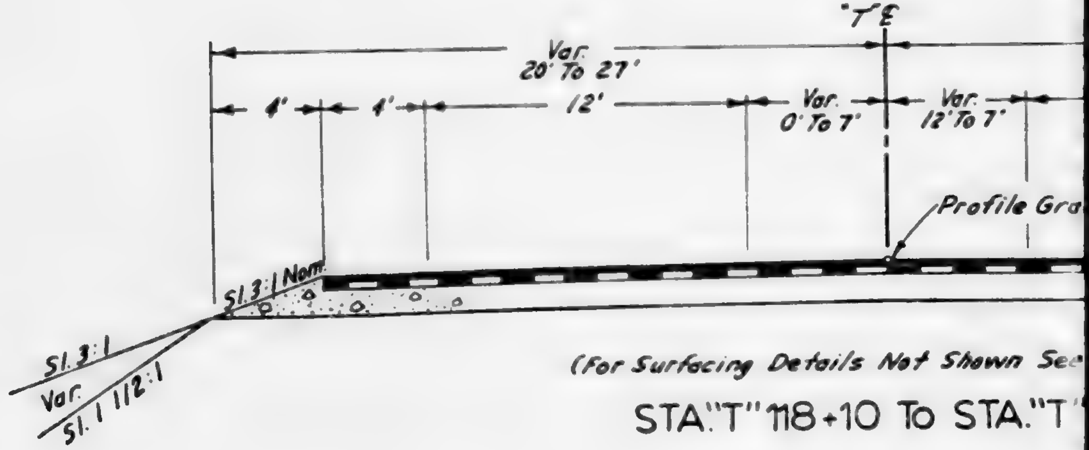
(For Surfacing Details Not Shown, See Section Ft.)

"NY" LINE


"T" ℄
20'
4'
4'
12'
* 0'
Var.
0' To 12'
1.5'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn.-2"
Profile Grade
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl. 3:1
Sl. 3:1 Nom.
Extg. Bituminous Surfacing
Average Width 22'

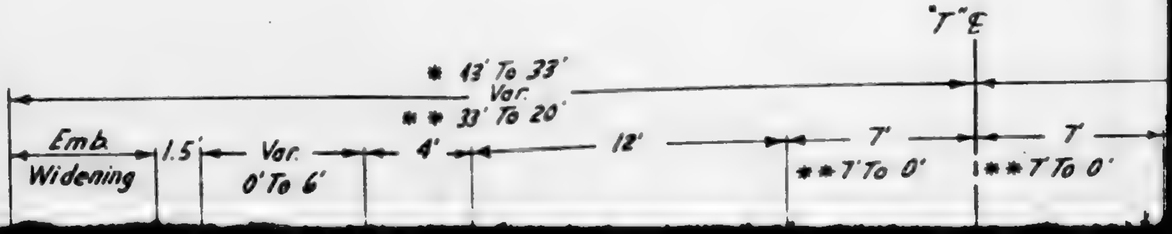
STA."T" 115 + 70 To STA."T" 11

* "T" 125+45 To "T" 12


"T" ℄
Var.
20' To 27'
4'
4'
12'
Var.
0' To 7'
Var.
12' To 7'
Profile Grade
Sl. 3:1 Nom.
Sl. 3:1
Var.
Sl. 1 1/2:1

(For Surfacing Details Not Shown See

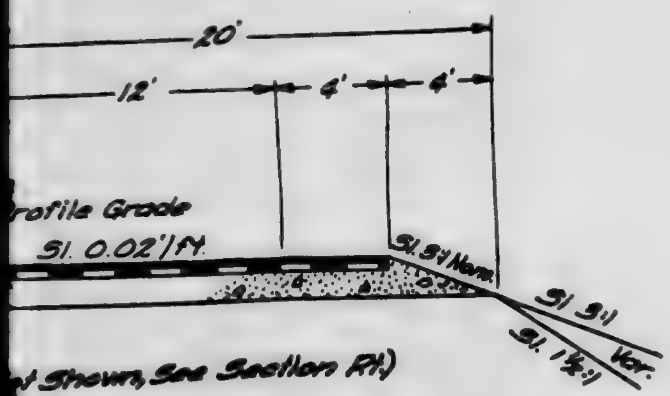
STA."T" 118+10 To STA."T"


"T" ℄
* 13' To 33'
Var.
** 33' To 20'
Emb.
Widening
1.5'
Var.
0' To 6'
4'
12'
7'
** 7' To 0'
7'
** 7' To 0'

Item	Code	Unit	Quant.
Mobilization		Lump Sum	
Temp. Protection & Direction of Traffic		Lump Sum	
Flagman		Hour	380
Clearing & Grubbing		Lump Sum	
Removal of Structures & Obstructions		Lump Sum	
Toe Trench Excavation		C.Y.	65
Embankment In Place		C.Y.	9746
Trench Excavation		C.Y.	8
Finishing Roadbed & Slopes		Lump Sum	
Obliteration of Old Roadway		Sq. Yd.	1,500
Watering		M-Gal	105
Aggregate Base		Ton	3,580
Class "B" Asph. Concrete Mixture		Ton	1,330
Asph. Cement In Mixture		Ton	86
Asphalt In Prime Coat		Ton	10
Aggregates In Prime Coat		C.Y.	45
12" Culvert Pipe		Lin. Ft.	196
Guard Rail, Type 2A		Lin. Ft.	762.5

PICAL SECTIONS

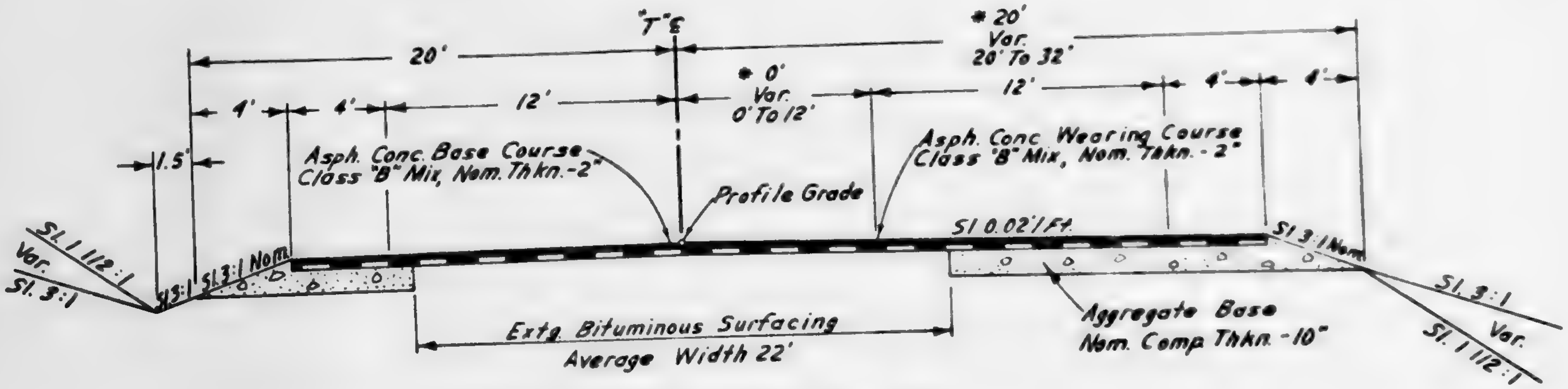
NYBERG CR. BRIDGE (TUALATIN) SEC. FAU 9274 (S.W. 65TH AVE.) WASHINGTON AND CLACKAMAS COUNTIES				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



20'
12'
4'
4'
rofile Grade
Sl. 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1½:1
Var.

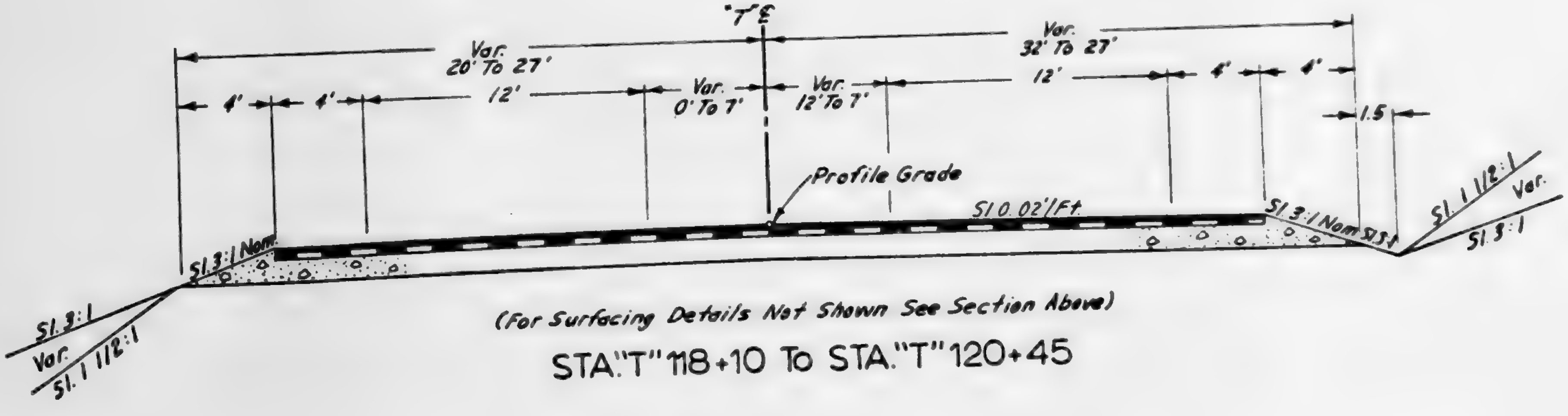
t Shown, See Section Rt)

LINE



"T" ℄
20'
* 20'
Var.
20' To 32'
1.5'
4'
4'
12'
* 0'
Var.
0' To 12'
12'
4'
4'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2"
Sl 0.02'/Ft.
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl 3:1
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Var.
Sl. 1 1/2:1
Extg. Bituminous Surfacing
Average Width 22'
Aggregate Base
Nom. Comp. Thkn. - 10"

STA. "T" 115 + 70 To STA. "T" 118 + 10
* "T" 125 + 45 To "T" 127 + 85

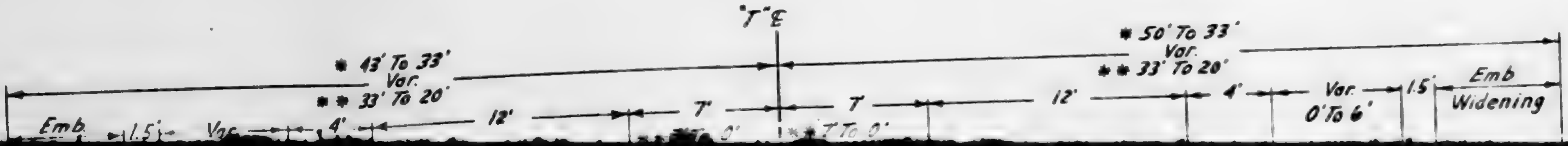


"T" ℄
Var.
20' To 27'
Var.
32' To 27'
4'
4'
12'
Var.
0' To 7'
Var.
12' To 7'
12'
4'
4'
1.5
Profile Grade
Sl 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl. 3:1
Var.
Sl. 1 1/2:1

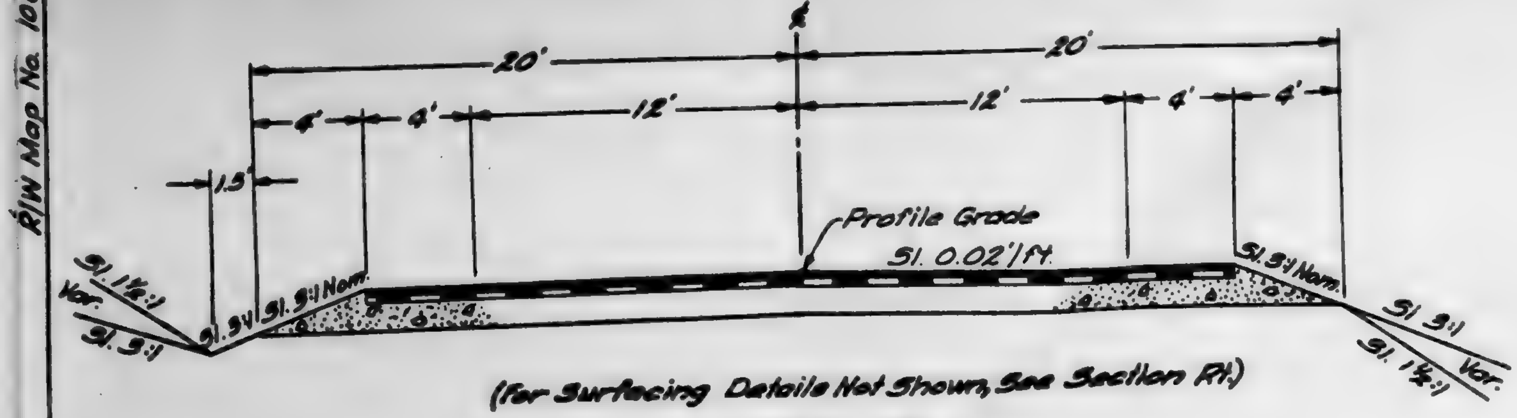
(For Surfacing Details Not Shown See Section Above)

STA. "T" 118 + 10 To STA. "T" 120 + 45

nit	Quant.
p Sum	
mp Sum	
oot	380
mp Sum	
mp Sum	
.Y.	65
C.Y.	9746
C.Y.	8
mp Sum	
Sq. Yd.	1,500
-Gal.	105
Ton	3,580
Ton	1,330
Ton	86
Ton	10
C.Y.	45
[illegible]	[illegible]

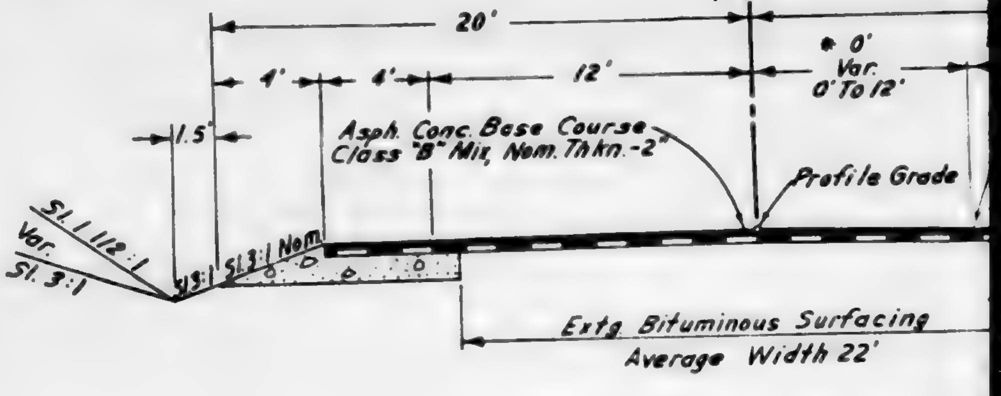


"T" ℄
* 43' To 33'
Var.
** 33' To 20'
* 50' To 33'
Var.
** 33' To 20'
Emb.
1.5'
Var.
4'
12'
7'
7'
12'
4'
Var.
0' To 6'
1.5'
Emb
Widening

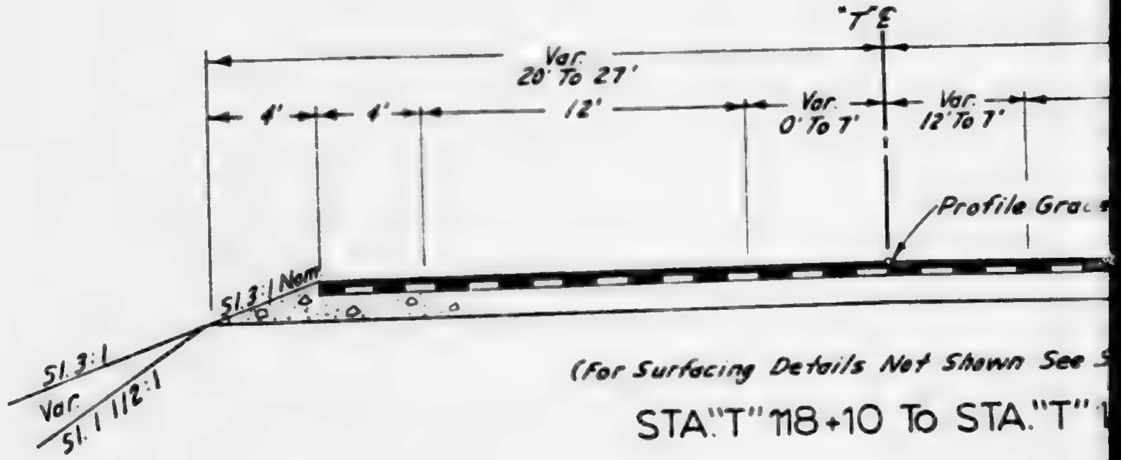

20'
20'
℄
4'
4'
12'
12'
4'
4'
1.5'
Profile Grade
Sl. 0.02'/Ft.
Sl. 1½:1
Var.
Sl. 3:1
Sl. 3:1
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1½:1
Var.

(For Surfacing Details Not Shown, See Section Rt.)

"NY" LINE


"T" ℄
20'
* 0'
Var.
0' To 12'
4'
4'
12'
1.5'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. -2"
Profile Grade
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl. 3:1
Sl. 3:1 Nom.
Extg. Bituminous Surfacing
Average Width 22'

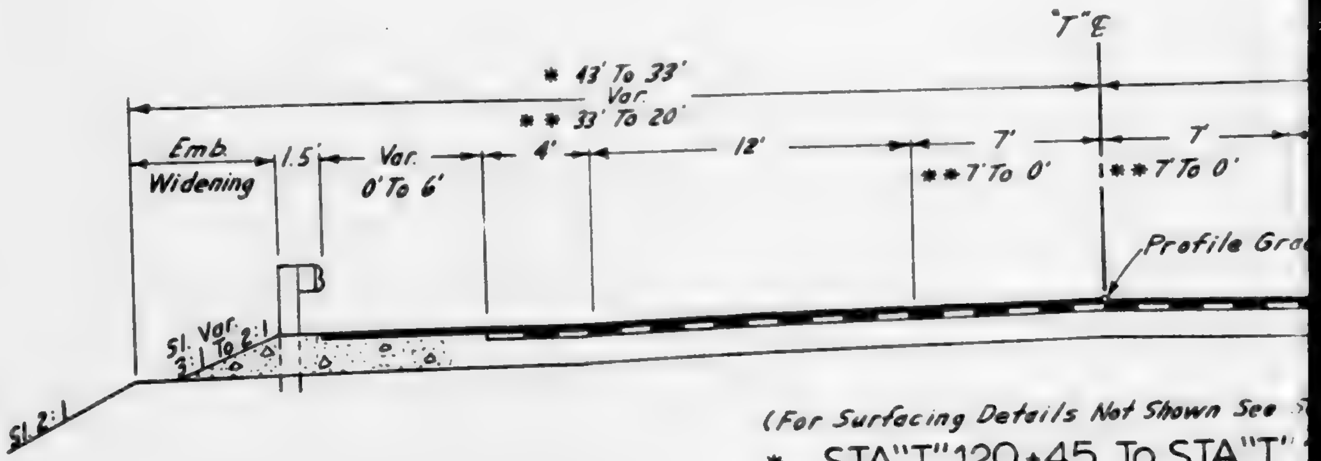
STA."T" 115+70 To STA."T" 118
* "T" 125+45 To "T" 127


"T" ℄
Var.
20' To 27'
4'
4'
12'
Var.
0' To 7'
Var.
12' To 7'
Profile Grade
Sl. 3:1 Nom.
Sl. 3:1
Var.
Sl. 1 1/2:1

(For Surfacing Details Not Shown See S

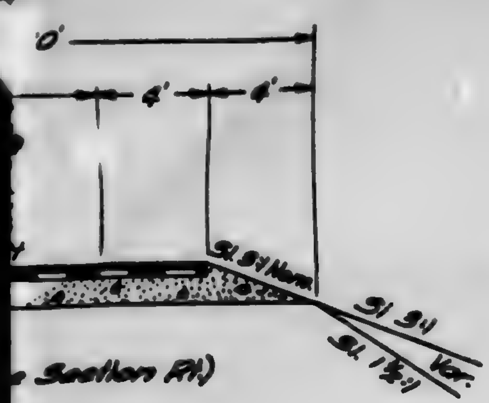
STA."T" 118+10 To STA."T"

Item	Code	Unit	Quant.
Mobilization		Lump Sum	
Temp. Protection & Direction of Traffic		Lump Sum	
Flagmen		Hour	380
Clearing & Grubbing		Lump Sum	
Removal of Structures & Obstructions		Lump Sum	
Toe Trench Excavation		C.Y.	65
Embankment In Place		C.Y.	9746
Trench Excavation		C.Y.	8
Finishing Roadbed & Slopes		Lump Sum	
Obliteration of Old Roadway		Sq. Yd.	1,500
Watering		M-Gal	105
Aggregate Base		Ton	3,580
Class "B" Asph. Concrete Mixture		Ton	1,330
Asph. Cement In Mixture		Ton	86
Asphalt In Prime Coat		Ton	10
Aggregates In Prime Coat		C.Y.	45
12" Culvert Pipe		Lin. Ft.	196
Guard Rail, Type 2A		Lin. Ft.	762.5
Guard Rail, Type 3		Lin. Ft.	400
Guard Rail Anchor, Type 1		Each	4
Guard Rail End Piece		Each	4
Extra For Asphalt Approaches		Each	4
Loose Rip Rap, Class 50		C.Y.	305
Adjust Manholes		Each	2
Roadside Seeding & Mulching		Acre	0.40

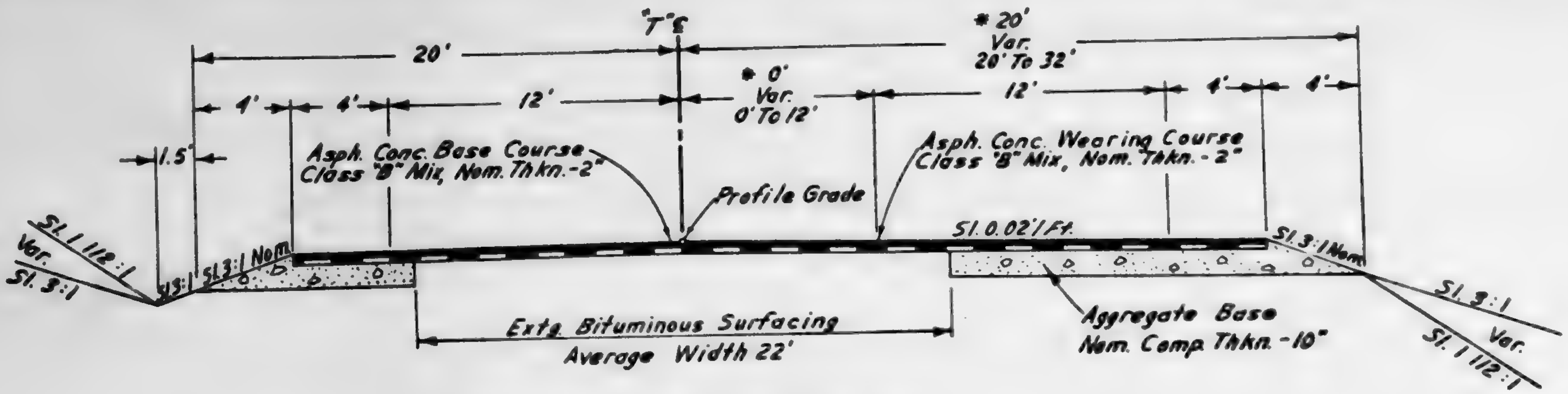

"T" ℄
* 43' To 33'
Var.
** 33' To 20'
Emb.
Widening
1.5'
Var.
0' To 6'
4'
12'
7'
** 7' To 0'
7'
** 7' To 0'
Profile Grade
Sl. Var. 3:1 To 2:1
Sl. 2:1

(For Surfacing Details Not Shown See S

* STA."T" 120+45 To STA."T"
"T" 121+85 To "T"
** "T" 122+95 To "T"

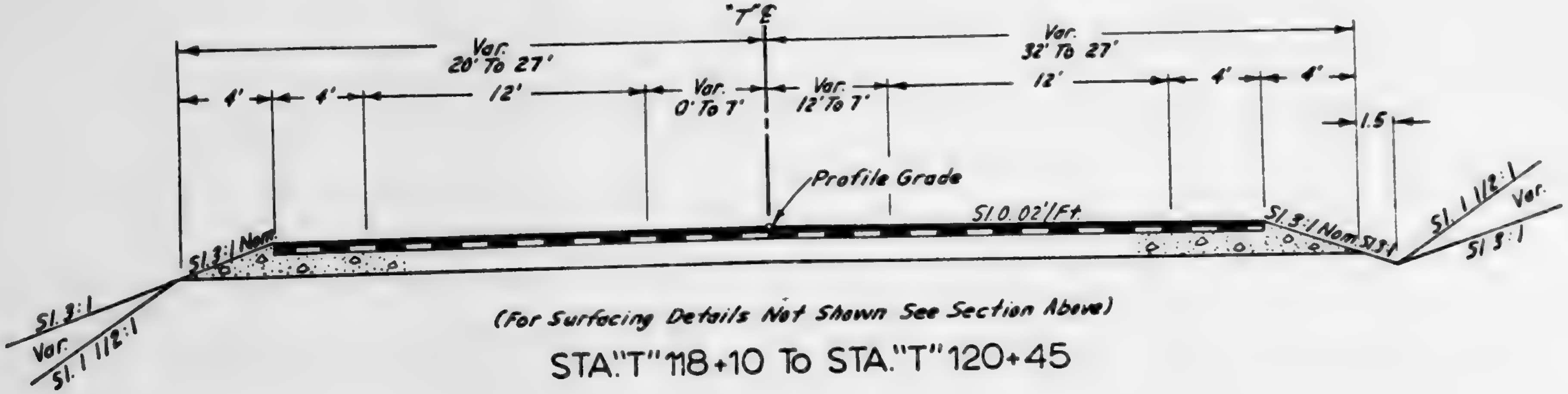


0'
4'
4'
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1 1/2:1
Var.
Section Rt)



"T" ℄
20'
* 20'
Var.
20' To 32'
1.5'
4'
4'
12'
* 0'
Var.
0' To 12'
12'
4'
4'
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2"
Sl. 0.02'/Ft.
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl. 3:1
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Extg. Bituminous Surfacing
Average Width 22'
Aggregate Base
Nom. Comp. Thkn. - 10"
Sl. 3:1
Var.
Sl. 1 1/2:1

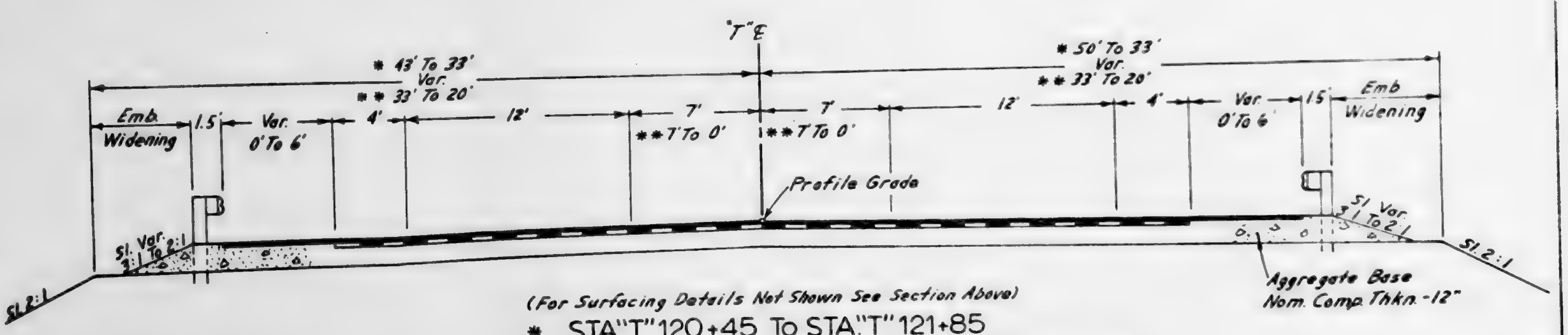
STA."T" 115+70 To STA."T" 118+10
* "T" 125+45 To "T" 127+85



"T" ℄
Var.
20' To 27'
Var.
32' To 27'
4'
4'
12'
Var.
0' To 7'
Var.
12' To 7'
12'
4'
4'
1.5'
Profile Grade
Sl. 0.02'/Ft.
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 3:1
Sl. 1 1/2:1
Var.
Sl. 3:1
Sl. 3:1
Var.
Sl. 1 1/2:1

(For Surfacing Details Not Shown See Section Above)

STA."T" 118+10 To STA."T" 120+45



"T" ℄
* 43' To 33'
Var.
** 33' To 20'
* 50' To 33'
Var.
** 33' To 20'
Emb.
Widening
1.5'
Var.
0' To 6'
4'
12'
7'
** 7' To 0'
7'
** 7' To 0'
12'
4'
Var.
0' To 6'
1.5'
Emb.
Widening
Profile Grade
Sl. Var.
3:1 To 2:1
Sl. Var.
3:1 To 2:1
Sl. 2:1
Sl. 2:1
Aggregate Base
Nom. Comp. Thkn. - 12"

(For Surfacing Details Not Shown See Section Above)

* STA."T" 120+45 To STA."T" 121+85
"T" 121+85 To "T" 122+85 (Structure)
** "T" 122+95 To "T" 125+45 (Taper Section)

(120)

CITY OF TUALATIN
18880 SW CHELAN AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-6891

[illegible] PSM PDS TSE SPC
ODOT - METRO

APR 4 1979

AM PPS elg FILE T/A

March 28, 1979

Mr. Ron Kleinschmit, Project Coordinator
Department of Transportation - Metropolitan Branch
5821 N.E. Glisan
Portland, OR 97213

Dear Ron:

NYBERG CREEK BRIDGE (TUALATIN) SECTION
FAU 9274 (S.W. 65th Avenue) - WASHINGTON
AND CLACKAMAS COUNTIES

The City of Tualatin has reviewed the plans for the subject project and has the following comments:

1. In the area where it is being shown to remove the existing roadway, the City has a 12-inch water line. Any work done in this area other than just removing the surface will probably require the relocation of this water line by the City. At this time, the City is not expecting to relocate this water line. Please advise us if the "remove existing roadway" refers to only removing the surfacing or rather actual regrading of this entire area.

2. The intersection of S.W. 65th Avenue and Nyberg Lane (formerly Prindle (Road) contains City water valves. Access must be maintained to these valves at all times during construction. From the plans, it does not appear that the valve boxes will be in an area to be disturbed.

3. The sanitary sewer lift station to be adjusted shown as Item #16 on the construction drawings is presently being acquired by the City of Tualatin from the present owner. This pump station is located in an easement on private property in the proposed highway right-of-way. According to terms of agreement for purchase of this pump station, the City of Tualatin is not responsible to the present owners for adjustment of it. The City of Tualatin will not assume any responsibility for adjustment of this pump station in the future. It is recommended that this adjustment be included as an item to be accomplished under the contract as part of the project and not something to be done by others.

4. The ownership of the sanitary sewer manholes to be adjusted is being negotiated along with the pump station. The City of Tualatin is not responsible to be present owners for adjustment of the manholes and will not assume responsibility for adjustment of these manholes with regard to this project. It is recommended that this adjustment be included as an item in the contract and not something to be done by others.

5. The area shown from Station 119+50 to 123+50 is shown with 0% grade along the centerline. In the future when curbs are installed in this section of roadway, a tremendous drainage problem will be created. The City feels this should be changed to have a grade along the centerline (min. 0.5%) that will provide for longitudinal drainage in the future. If curbs, gutter and sidewalk sections are not installed at this time, provisions should be made for their installation in the future.

6. Upon the completion of the Nyberg sewer interceptor being constructed by the Unified Sewerage Agency, the City will be installing a pressure line from the existing pump station to the Nyberg interceptor. The Nyberg interceptor will be located at approximately the south end of this project on 65th Avenue. At this time, the City does not know the exact location of where this line will be, but as soon as it is known, this information will be relayed to you.

7. Please provide the City with any information possible relative to the utility adjustments, grades and other items listed as soon as possible.

If you have any questions about this, please call us.

Sincerely,

Michael A McKillip

Michael A. McKillip
Public Works Director

MAM/ma

CC: John Crockett

9073

9274

March 9, 1979

Washington County
150 N. First Avenue
Hillsboro, Oregon 97123

Attn: Mr. Michael A. Borresen
Project Development Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition phase of the Nyberg Creek Bridge (Tualatin) Urban System project No. M-0000(11).

Financial sharing of the right-of-way is:

Total R/W	$152,800
Federal Funds	134,350
Balance	$ 18,450

County Share:	
50% of $18,450 =	$ 9,225

Please make your check in the amount of $9,225 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

GEZ:pf

bcc w/AD # 598: Vern Skoog - Please return completed AD # 598 when check is received.
Region 1 Federal Aid Engineer

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

FAUS
~~9271~~
9556

February ~~26~~ 27, 1979

MA PDM PDE TSE SPC
ODOT - METRO
FEB 27 1979
AM PPS
FILE

Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Nyberg Creek Tualatin Bridge (65th Avenue)

Dear Jon:

Enclosed is an approved set of plans for the subject bridge. The memo with the plans stated a bid date of May 24, but I understand that to be in error. Hopefully, the right-of-way negotiations will proceed without any hang ups with a bid date then of June or July.

Sincerely yours,

Mike
Michael A. Borresen
Project Development Engineer

From Metro JON ROSE
Date 2/27/79
To K B ELLISON
Program Mgmt. Traffic Region 1 [✓ BRIDGE]
Comments: Here are the subject structure plans, Checked and approved by Washington County.
Jon Rose

cc Jerry Wimer, Prog. Mgmt.

#
1 PM

9274

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90137
Project No. M-0000(11)
Nyberg Creek Bridge (Tualatin) Unit
Washington County

Enclosed is data for the subject project.

We request authorization to proceed with all phases of right of way acquisition at an estimated total cost of $152,800 with an obligation of $134,350 in federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 10C-50-17. No relocation is involved therefore assurances regarding the availability of replacement housing is not required.

A copy of the State Clearinghouse A-95 review letter of approval has been previously forwarded.

CL:tmm

E. C.

cc: M. Klotz, (Metro)
J. Boyd
F. Lowe
C. Zehner, w/att.

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 26, 1979

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		SR 212, Jct. I-5, S.E. to Sagert Rd.		5,800	15,000	99	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7
	Right of Way								M-	0000

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME			CODE (14)
	Urban System	Washington			067
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)	U.S. (37)
	Portland	U	9282 & 9556		--

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Nyberg Creek Bridge (Tualatin) Unit"	0.23	152,500	134,350	9,075	9,075 (Co.)
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		CL		0.23	152,500 (16) (23)	134,350 (24) (93)	9,075	9,075 (Co.)
1	14	PROGRAM APPROVAL DATES							
		10-18-78							

REMARKS

Additional data see item 714
Project No. M-0000(4)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 26, 1979

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
12, Jct. I-5, S.E. to Sagert Rd.		5,800	15,000	99	10	Oregon	41	W36	90137

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
								M-	0000	(11)	

Urban System

Portland

COUNTY NAME Washington CODE 067

ROUTE NO. U FEDERAL-AID 9282 & 9556 STATE U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.1%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		"Nyberg Creek Bridge (Tualatin) Unit"	0.23	152,500	134,350	9,075	9,075 (Co.)	
ST								ROW - 85' minimum; Access Control-none; Parking Restrictions-complete.
CL		PROJECT TOTALS	0.23	152,500	134,350	9,075	9,075 (Co.)	

L DATES

10-18-78

REMARKS

Additional data see item 71414 & 71415;
Project No. M-0000(4)

-over-

USCOMM DUSCOMM-DC 48905-P61

NYBERG CREEK BRIDGE (TUALATIN) UNIT
PROJECT NO. M-0000(11)

Project Data: Work consists of the acquisition of right of way all phases for the future construction required to replace the existing bridge and roadway on improved alignment.

FHPM 4-1-4 Requirements:

State Clearinghouse -- A-95 review approval dated July 25, 1978.

District 2 Clearinghouse -- Satisfied by inclusion in CRAG FY '79 TIP/AE.

FHPM 7-7-2 Requirements: Nonmajor Action project concurred in by FHWA on June 15, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- None required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 1.

2) No relocation assistance involved.

3) Included in CRAG FY '79 TIP Annual Element referred to as S.W. 65th/Nyberg Rd.-I-5 to Sagert Rd. Unit #1 item 90 on page 45.

TO: Mr. R. N. Bothman
METRO

DATE: February 1, 1979
SUBJECT:

Nyberg Cr. (Tualatin) Br.
Nyberg Cr. (Tualatin) Sec.
FAU ~~9274~~ 9556 (S.W. 65th Ave.)
Washington County
Bridge 6430A

T G Thompson

FROM: T. G. Thompson
Supervising Structural
Design Engineer

Enclosed are two reduced prints of drawings 34061 through 34065 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

			Prices updated 6-6-79
Grading and Paving	$163,300		175,000
Structure	209,500	~~209,000~~	215,300
Engineering & Contingencies	66,400		69,300
TOTAL	$439,200		$459,600

It is planned to call for bids on this section on May 24, 1979.

Please make a field review and return one set by March 15, 1979 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc Bob Wright, Tualatin City Engr. /w/ 2 sets encls.
Mike Borrensen, Washington Co. Engr. /w/ 2 sets encls.
H. A. Schell /w/ 2 sets
Specifications Unit /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Marion Craft /w/ 1 set
Construction /w/ 1 set
Utility Unit /w/ 1 set
County-City Unit
Design /w/ 1 set
E. Rodriguez /w/ 1 set

RECEIVED
FEB 15 1979
BRIDGE SECTION

MA PDM PO TSE SPC
ODOT - METRO
FEB 02 1979
AM PPS FILE T/A

McClure
Coordinate review & respond
Don

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 27, 1978

FILE: FAUS
9556

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Ken Rolfe
Reg. R/W Supervisor

REGION 1

SUBJECT: Files 50375 & 50376

Nyberg Creek Bridge (Tualatin) Sec.
S. W. 65th Ave.
Washington County

Attached you will find six copies each of two original Option forms covering right of way to be acquired in connection with the Nyberg Creek Bridge (Tualatin) Section in Washington County. This contract is scheduled for letting on May 24, 1979.

The Federal Aid Project Number is M-0000 (4).

I'm sure you are familiar with this project.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of December 18, 1978.

We are forwarding under separate cover, three prints of Map 10C-50-17 covering this area and bearing our date of December 21, 1978.

File No.	Name	Area
50375	Ronald Van Noy et al	1.20 ac 0.18 ac
50376	Randall Construction Co., Inc.	0.17 ac 0.19 ac

AC:nn
Enc. 2 Options, etc.
cc: Ed Hardt
M. Mead/Auth. List
F. Lowe
Title
A. Riveness/Exhibit
✓ G. Wimer

PROJECT MANAGEMENT OFFICE MEMO

Date 10-25-78

Subject 65th Ave Structure File No.

Received ~~(call)~~ (visit) from Buz Swan

Address

Made (call) ~~(visit)~~ to Max Klotz Phone

Reason for contact and general discussion: Buz Says Fred Ericksen now has estimate at $490,000 for job. Max Klotz has send a letter (dated Oct. 19) to County informing them of $486,000. He says to proceed with Design. County City of Tualatin and Clack. Co. have agreed to proceed with job. They will advise where additional funds will come from.

Signature Gary Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

STATE OF OREGO[illegible]

INTEROF[illegible]E MEMO

TO: Mr. R. N. Bothman
Metropolitan Branch

Attn. Jim McClure

DATE: September 22, 1978

SUBJECT:
Tualatin River Overflow Bridge
S.W. 65th & Nyberg Road
S.W. 65th Ave. (FAU-~~9274)~~ 9556
Washington and Clackamas Counties

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace
Assistant Structural
Design Engineer

Enclosed are four prints of drawings 33797 and 33489, which are the preliminary plan and elevation and vicinity map for the subject structure. The estimated cost, including an allowance for engineering and contingencies, is $221,000 for structure only.

These are being sent to you to obtain approval from the City of Tualatin. Please return one set to this office with the City's approval stamped thereon, as soon as possible.

It is planned to call for bids on this section on May 31, 1979.

GDA:dh

Enclosure

cc H. A. Schell /w/ 1 set and Foundation Report
Engineering /w/ 1 set
←County-City Unit
Maxine Banks /w/ 1 set

M

[illegible]

9623

Tom
File

CITY OF TUALATIN
18880 SW CHELAN AVE. PO BOX 428
TUALATIN, OREGON 97062
(503) 638-6891

August 9, 1978

Mr. Michael A. Borreson, Project Development Engineer
Washington County Dept. of Public Works
150 N. 1st Avenue
Hillsboro, OR 97123

Dear Mike:

LOCAL SHARE COST/NYBERG STREET/65th BRIDGE
REPLACEMENT AND ROAD ALIGNMENT

Please be advised that on July 24, 1978, the Tualatin City Council took action to approve the expenditure of $11,240.00 from the City's Road Fund to pay one-third of the local share for reconstruction of the S.W. 65th Avenue Nyberg Creek Bridge and approaches.

If you have any questions, please give me a call.

Sincerely,

Winslow C. Brooks
Community Development Director

WCB/ma

RECEIVED
AUG 11 1978
Washington County

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

B

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT HWY Hwy Div

PROJECT TITLE: Nyberg Creek Bridge

PNRS #: 7806 2 1030

DATE : July 27, 1978

The State Clearinghouse has received additional comments from DEQ subsequent to our conclusion letter of July 25, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE [illegible]
REFER TO
FOR

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

7-31-78 copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman
E. L. Hardt
W. W. Geibel
Paul Burket
B. L. Gifford

6-21-78
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

JUL 21 1978

PNRS STATE REVIEW

Project #: 3 Due Date:

[illegible] Tualatin Nyberg Creek bridge

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Noise Section Comments--(1) The project area is being subjected to rapid suburban growth; (2) Traffic volumes are expected to triple in 20 years; (3) The highway will need to be widened to accommodate this traffic increase.

Therefore, we recommend the Highway Division encourage the local land use agencies to prevent encroachment of residential property on this highway system. This would prevent a major future noise impact from occurring.

This project [illegible] air quality impact.

Agency____________________ By [illegible]

B

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY Div

PROJECT TITLE: Nyberg Creek Bridge WD-11

DATE: July 25, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as proposed.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

REFER TO

7-27-78 copies sent to:
G. L. Green
✓ H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman
E. L. Hardt
W. W. Geibel
Paul Burket
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

3

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
6-21-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 3 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUN 26 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ____________ By ____________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 3 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (x) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

Nyberg Creek Bridge REMARKS (Please type or print legibly) Washington Co

The Highway Environmental Section should coordinate the protection of cultural resources with this office. They should include documentation [illegible]
[illegible]

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David G. Talbot

PROJECT MANAGEMENT OFFICE MEMO

Date 7-19-78

Subject 65th Ave. STRUCTURE File No.

Received (call) ~~(visit)~~ from Max Klotz

Address

Made (call) ~~(visit)~~ to Bill Sample Phone

Reason for contact and general discussion: Design Section has Al Hansen assigned to Job but with May 79 bid schedule, no work is being done on plans. Max says R/W should be acquired for Stage I and additional acquired to accommodate Stage II construction in Stage I area. Bill S. says embankment for Bridge approaches comes from Stage II roadbed excavation. Max will clear this up.

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

MA PDM PDE TSE SPC
ODOT - METRO
OCT 20 1978
AM PPS
FILE T/A

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
BILL BLOOM
VIRGINIA DAGG
RICHARD C. HEISLER
RAY MILLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

June 30, 1978

~~9274~~
9556

Wink Brooks
Community Development Director
City of Tualatin
P.O. Box 428
Tualatin, Oregon 97062

Re: Nyberg Road - 65th Ave. to I-5

Dear Wink:

Due to the latest cost estimates for the Nyberg Road realignment and bridge on 65th Avenue, I feel that it is necessary to split the local share three ways between Washington County, Clackamas County and the City of Tualatin. When this project was first proposed, the total cost was estimated to be $210,000 to replace the bridge. The latest estimate, which includes right-of-way and road construction from the DMV entrance to the hospital entrance, is $462,000.

The additional improvements on Nyberg Road and 65th Avenue will be a direct benefit to the City of Tualatin for the future project on these roads. Per our telephone conversation on June 29, 1978, you will make a proposal to the City Council and then send us a letter of committment to pay one-third the local share if the City Council agrees to the proposal. Your share of the estimated cost would be $11,240.00.

I have talked with Winston Kurth of Clackamas County and he agrees to pay one-third the local share also. Actual costs will not be known until this project goes to bid in early 1979.

Sincerely yours,

Michael A. Borresen
Project Development Engineer

MAB:ja

① M

C.C. D.R. Adams
MJ Klotz
K O Limbocker
J.D. McClure
R.W. Kaiser

cc; Gary Zehner

70-5 B

(#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 21, 1978

TO **Executive Department**
Federal Aid Coordination Unit

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 2
Section: Nyberg Creek Bridge (Tualatin)
Highway: Tualatin, S.W. 65th Ave.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 21, 1978.

BLG: dmc

Attachment

cc:	**G. L. Green**	**Region** 1: E. L. Hardt
	H. S. Coulter	**District** 2: W. W. Geibel
	F. E. Terpin	**Aeronautics Division**
	J. B. Boyd	**Paul Hartwig, Parks**
	J. H. Versteeg	Gerald Wimer
	Gary Potter	B. L. Gifford
	W. J. Hart	R. N. Bothman, Metro

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Nyberg Creek Bridge (Tualatin)	
11	12] PROJECT LOCATION—CITY Tualatin S.W. 65th Ave.	PROJECT LOCATION—COUNTY Washington PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 A bridge with a precast concrete deck 44 feet wide and 100 feet long would be

06 12] constructed. The midline of the proposed bridge would be approximately 75 feet [71

07 12] west of the existing centerline and would be aligned to increase the radius of the [71

08 12] curve at the intersection of Nyberg Road and 65th Avenue and to match the [71

09 12] potential future highway widening. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
348,300		28,350	28,350		405,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☐ 29 No ☒ 30 Date: Transportation Improvement Program

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 July 43] DAY [44 21 45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 21, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-0000(4)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 9, 1978

Section Nyberg Creek Bridge (Tualatin)

Unit (if appl)

County Washington

City Tualatin

Highway S.W. 65th and Nyberg Road

State Hwy. No.

Termini: M.P.(if appl)

Length approximately 800 feet

Region METRO/Region I

Construction Estimate $405,000 (FAU)
Program Amount

B. Purpose of Project:

To replace the existing, badly deteriorated bridge with a new, wider, safer structure which would be located and aligned to be compatible with a future proposed widening of Nyberg Road and 65th Avenue.

C. Origin & History of Project:

The proposed bridge was designed so that it will have sufficient vehicular capacity and design speed to be compatible with the potential future widening of Nyberg Road (to 5 lanes on Nyberg Road, tapering to 3 lanes on 65th Avenue). The potential widening is otherwise unrelated to this project and will be covered by a negative declaration and indirect source permit at a later date.

D. General Description of Project:

A bridge with a precast concrete deck 44 feet wide and 100 feet long would be constructed. The midline of the proposed bridge would be approximately 75 feet west of the existing centerline and would be aligned to increase the radius of the curve at the intersection of Nyberg Road and 65th Avenue and to match the potential future highway widening.

Alignment: New X Existing Combined

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. gravel; Parking No

Proposed: No. Lanes 2 ; Med. Yes ; Shldrs. Yes ; Parking No

Traffic: Existing Facility: Existing ADT 5,800 ; Projected ADT 15,000 ; Yr. 2000

Existing Level of Service

Proposed Facility: Projected ADT 15,600 ; Yr. 2000

Projected Level of Service

734-3953 (10-75)

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 2
Yes, No

approx. Acres 1½ to 2; Type of Relocation Req. none ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any: Fill material for bridge approaches would be taken from a slope easement area 10 to 30 feet wide along the east side of 65th Ave., between the bridge and Borland Rd.

Type of Structure(s): See project description.

Brief Description of River or Stream and Type of Involvement, if any: The bridge would place a new, larger bridge and approaches approximately 75 feet upstream on Nyberg Creek. There would be 100-year floodplain encroachment by the approach fills and disturbance of streamside vegetation. Only marginal wetlands would be directly affected. The cross-sectional capacity of the creek channel would be increased beneath the new bridge.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): Construction of new bridge on existing alignment: Would require a sharp curve at Nyberg Rd. and would not be compatible with plans for a future widening project on Nyberg Rd. and 65th Ave. Construction detour would be required. No-Build: The existing bridge would continue to deteriorate and become more hazardous. It would eventually be closed.

Other Descriptive Information or Comments: Right-of-Way would include acquisition for portions of the potential future road widening project. This would be done along the east end of Nyberg Rd. to avoid a "double taking" (one for the bridge, and one for the widening later). Another parcel outside the bridge project limits would be taken along the east side of 65th Ave. to obtain borrow material.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located on a small stream, Nyberg Creek. The creek acts as an overflow channel of the Tualatin River during floods. The Nyberg Creek basin contains rather extensive wetland areas, predominantly type 2 (inland fresh meadow) with some areas of type 3 (inland shallow fresh marsh). These wetlands are being rapidly degraded by the owner's channelization of the creek, trampling by cattle and encroachment by development. The original high-quality wildlife habitat is being destroyed by these processes.

65th Ave. is constructed on a fill which passes through the 20-year flood elevation. The existing bridge is below the 100-year flood elevation.

Soils in the project area consist of highly organic silts and silt clays in the top 10 feet, and are underlaid by igneous rock.

Vegetation consists of patches of cattails, tussocks of bullrushes, grasses, sedges, blackberries, and, along the creek some small willows.

2. Cultural: The project is located in the City of Tualatin, in an area which is beginning to develop rapidly. Nyberg Rd. from I-5 to 65th Ave. is a low-grade commercial strip, likely to fill in as street and sewer improvements are made. There are presently two gas stations, a motel, a tavern, a Department of Motor Vehicles building (rented) and a trailer court on this section of Nyberg Rd. Meridian Hospital and a large apartment complex are located along 65th Ave. south of the bridge crossing.

The city eventually intends to widen Nyberg Rd. to five lanes and 65th Ave. to three lanes. The present bridge project is planned to accommodate these improvements.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Would remove nearly 50% of the existing parking at the DMV building and would modify access to Prindle Rd. (easterly extension of Nyberg Rd.). Right-of-way for the future road widening would also be acquired in the parcels affected by the bridge, in order to avoid a "double acquition."

2. Estimated Impact on Traffic Patterns:

The bridge would be made safe for heavier loads, allowing heavier vehicles to use the route. Overall traffic capacity would not change.

Consequences--Air Quality, Noise, Safety, etc.:

Increases structural safety of the bridge. No significant impacts on air quality or noise levels.

3. Estimated Impact on Land Use:

No significant impacts other than the direct right-of-way acquisition, described above.

Consequences:

4. Expected Impact on Natural Ecological Resources:

Would cause a slight reduction in the floodplain volume, but would increase the flow capacity beneath the bridge. Some wetland margin would be filled and a few small willows and associated vegetation would be removed along the creek. Trees along the east side of 65th Ave. would be removed by the borrow removal.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

No significant impacts expected. The excavation required for the bridge approaches may affect a small amount of previously undisturbed soil in an area thought to have been used by Indians. Care should be taken to salvage archeological materials, should they appear. A cultural resource survey will be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

Nyberg Creek and surrounding wetlands

7. Potential for Controversial Issues:

The relationship between this project (widening and realigning the bridge) and the proposed future widening of Nyberg Road and 65th Avenue from I-5 to Sagert Road.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Bridge project is consistent. An indirect source permit will not be required.

b. Noise Standards - No significant effects. A Noise Study Report will be made.

c. Water Quality Standards - No significant effects expected. Silt control will be employed during project construction.

d. Area Land Use and Transportation Plans, and Zoning

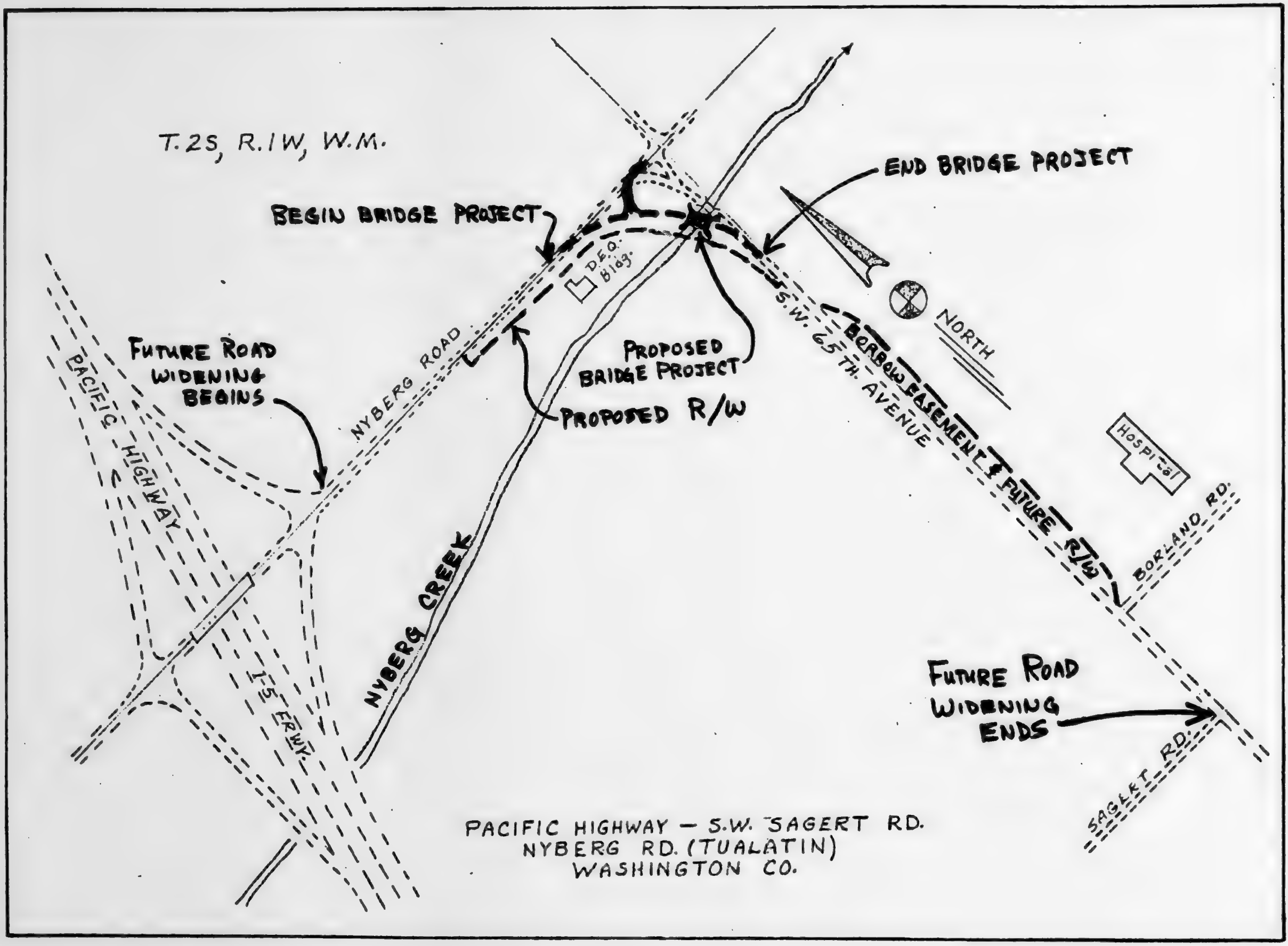
Consistent with the city's present plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
In accordance with paragraph 10(e) of FHPM 7-7-2, projects of this type are consistent to be non-major actions.

D. Recommended Project Category: _____ 1 _____ 2 __x__ 3 _____ 4



T.2S, R.1W, W.M.
BEGIN BRIDGE PROJECT
END BRIDGE PROJECT
D.E.Q. Bldg.
FUTURE ROAD WIDENING BEGINS
NYBERG ROAD
PROPOSED BRIDGE PROJECT
PROPOSED R/W
S.W. 65 TH. AVENUE
BORROW EASEMENT & FUTURE R/W
NORTH
HOSPITAL
BORLAND RD.
PACIFIC HIGHWAY
I-5 FRWY.
NYBERG CREEK
FUTURE ROAD WIDENING ENDS
SAGERT RD.

PACIFIC HIGHWAY — S.W. SAGERT RD.
NYBERG RD. (TUALATIN)
WASHINGTON CO.

9272

PROJECT MANAGEMENT OFFICE MEMO

Date 6-13-78

Subject Nyberg Rd. - 65th Ave. Stage I File No. ______

Received (call) ~~(visit)~~ from Jim McClure & Max Klotz

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion: Jim & Max called re: 65th Ave BRIDGE (Stage I). Jim & Max both agreed that we should proceed with Bridge and Approaches at this time. Environmental Sec. will finish Neg. Dec. for 65th - Nyberg Rd. Sec. Design Sec. & Bridge Sec. have Survey data as appropriate from Location Section

ASSESSMENT FOR STRUCTURE TO FHWA 6-9, HOLD OFF DESIGN UNTIL FHWA APPROVAL - ASSESSMENT APPROVED 6-15 - NOTIFIED SAMPLE TO PROCEED w/Plans.

Signature Gary E Zehn

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

FAUS
9282

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 12, 1978

Telephone 238-7437

WINSLOW C. BROOKS
Community Development Director
City of Tualatin
18880 Southwest Chelan Avenue
Tualatin, OR 97062

Subject: Pacific Highway-S.W. Sagert Road
Bridge Only Unit
Construction Fund Deficit

Attached is a copy of the construction estimate for this project together with a copy of the CRAG-TIP proposal as of May 4, 1978, indicating the Federal funds available by fiscal years for the subject project.

The utility adjustment and right-of-way purchase could be available for 1978 funds and the construction for 1979 funds. However, funds available in the TIP in these two years fall short of the estimates.

The 1978 funds for this project as shown by the attached CRAG-TIP is $26,000. With the local government match money added to this figure, total funds available are $30,000. Utilities adjustment and right-of-way costs are estimated at $75,000; thus, there is a deficit of $45,000 total dollars for the fiscal year 1978.

The 1979 Federal funds available as shown by CRAG-TIP for bridge construction are $230,000. The local government match money added to this amount totals $267,000. This construction estimate is $407,000, which makes a deficit of $140,000 total dollars for fiscal year 1979.

As I understand, the two counties will be providing the match for the bridge project. It is suggested that you contact Washington and Clackamas counties in requesting the additional funds required, through CRAG, for construction and right-of-way for the bridge and approaches. We are proceeding with programming the project with FHWA.

Raleigh Carothers
RALEIGH CAROTHERS
Project Coordinator

RC/ldo

Attachments

cc: Winston Kurth
Mike Borresen
Bob Bothman
Dave Moehring
Max Klotz

Received June 14, 1978
Bryne Olson

N

PROJECT MANAGEMENT OFFICE MEMO

Date 6-12-78

Subject Nyberg Rd & 65th Ave. STAGE I & II File No.

Received (call) ~~(visit)~~ from BOB EWEN

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: BOB EWEN SAYS TO PROCEED TO CONTRACT WITH BRIDGE & APPROACHES W/NEW CONNECTION TO NYBERG RD. (STAGE I). THE COST IS NOW $405,000+. CITY WANTS PLANS PREPARED FOR NYBERG & 65TH RECONSTRUCTION BUT WILL PROBABLY CONSTRUCT BY DEVELOPERS & PROPERTY ASSESS, ETC., AS THEIR FIRST PRIORITY AFTER BRIDGE IS CONSTRUCTION WEST OF I-5. R/W IS REQUIRED FOR BRIDGE.

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

REC'D 6-12-78
Z

PACIFIC HIGHWAY - S.W. SAGERT ROAD SECTION
S.W. 65TH & NYBERG ROAD (TUALATIN)
PREFIX: 234-1955
MAY, 1978

STAGE I

The purpose of the survey is to prepare plans, specifications and cost estimate for roadway improvements to Nyberg Road and 65th Avenue between the Pacific Highway (Interstate 5) and Sagert Road in the City of Tualatin. (The Nyberg Road interchange is the main freeway access to the City of Tualatin.) The project has been split into two phases, Stage I and II. Stage I is for work required to replace the wooden structure and the necessary road work to match into Nyberg and 65th. Stage II is for the remaining work on the total project.

The existing roadway is a 24 foot wide paved road without shoulders and is the principal access to Meridian Park Hospital, numerous apartment complexes and the growing service industries related to the freeway interchange. Present daily traffic is approximately 7,300 east on Nyberg to 65th, 6,200 south on 65th to Borland Road and 2,500 continuing south to Sagert ROad. Projected traffic volumes for the year 2000 are 20,000, 15,600 and 6,900 respectively. Approximately midway on the section, traffic must cross a load restricted timber structure which spans Nyberg Slough, a backwater overflow channel of the Tualatin River.

Field work began October 31, 1977 and continued intermittently until completion February 15, 1978 as work load priorities dictated. A 'P' line was established (called N_2 line in field notes and mapping) and tied to the Oregon Coordinate System at Nyberg Rd. Interchange with the Pacific Highway. Cross sections were taken on the N_2 line except at the 90° corner at 65th Ave. where a 12° curve, 'L' line, was run. 'L' line along Nyberg Road was based on an extension of the Nyberg Rd. Overcrossing ℄ extended eastward and coincides with the County records for the road ℄ . Along 65th,centerline was projected parallel and approximately 10' easterly of the existing road centerline to take full advantage of existing R/W and to confine the actual widening (future - Stage II) of 65th to the unimproved side, away from all exisiting nearby structures (residential and commercial). CAC approval of this alignment was received in November, 1977.

A completed location based on the above alignment concept was ready for review March 4, 1978. An alignment change, along Nyberg to the south, was proposed to lessen impacts to the two service stations. The Standard and McCall service station R/W takings and damages were quite extensive and the owner was very reluctant to accept major changes to remaining facilities. Since reconstruction of the Texaco service station on the south side of Nyberg is already planned, impacts to that property can be compensated for in the design without affecting any remaining facilities.

The project was returned to the field office May 10, 1978 for a revision based on L_2 line which is 15' south of the original located centerline along Nyberg and returns to the 'L' line alignment along 65th. A stationing equation was not made at the return to 'L' line. The stationing south to the end was adjusted accordingly.

A copy of the narrative report, original 'L' line concept, is included for general information. Modifications to that report will be made as necessary for the Stage II location estimate forthcoming.

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Stage I construction would begin at Station 'T' 117+00 and extend to Sta 'T' 127+80 with widening to 65th, Sta 129+00 - 141+00, to provide material for the embankment approaches to the new structure. 'T' line is a projected ℄ based upon matching 'L_2' at the structure and matching the existing roadway on Nyberg and 65th. The grade line is calculated to match the future grade of the 'L_2' line between Sta 121+00 and 124+50. It is proposed to construct the structure to the design of the future, Stage II construction, except the curbs and sidewalks would not be built until the final stage. Stage I shoulders would then match a 60' wide structure (60' wide less siderail width).

The roadway section, as proposed, consists of two 12-foot travel lanes and shoulders varying between 4' at each end of the project and 18' at the structure. Striping variations could be made to allow for a painted median area at the structure in lieu of extra wide shoulders. Surfacing design, which was provided by the Location Section, is identical to that proposed for Stage II, ie, 2" Class 'B' AC Wearing Surface, 2" Class 'B' AC Base Course and 10" Aggregate Base. Where grade line permits, the existing roadway can remain. Roadside ditches in cut sections will, by varying depths, provide drainage, except on the right, Sta 119+50 - 121+00, where a drainage ditch must be constructed across the existing parking area to provide drainage outfall.

Following is an item by item discussion of methods of design and calculations:

MOBILIZATION: Calculated on 8% of cost of remaining items.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC is calculated on 3% of remaining items. Work involves the placement of construction warning signs and providing detours and barricades in the staging of construction. Stage construction involves widening the existing roadbed to the left, where possible, enough to allow a minimum surfaced width of 24' while the adjacent new roadbed is brought to grade and partially surfaced (24' minimum width) and traffic is routed on the right side across the new structure. The left side can then be completed. Stage construction surfacing would be the aggregate base course and the prime coat with asphaltic concrete optional, depending on anticipated time the staging would accommodate traffic. Complete roadway closure is not recommended due to the possible emergency traffic to and from the nearby hospital. The structure itself can be built without affecting traffic movement, except for possible deliveries of job-related materials.

FLAGMEN hours included in the estimate are based on an assumed contract time of 30 days grading and paving work and 150 days structure work. Two flagmen would be needed daily during grading work while intermittent flagging is expected during structure work.

TEMPORARY SIGNS include moveable signs for one way traffic and stage construction and the mounted construction warning signs.

CLEARING AND GRUBBING consists of removal of grass, brush, briars and scattered small trees in the borrow area. Probable disposal would be a public landfill.

REMOVAL OF STRUCTURES AND OBSTRUCTIONS: 2 inlets and 110 L.F. of culvert in the DMV parking lot, miscellaneous signs and the existing wooden structure are the items to be removed.

DITCH EXCAVATION is needed to drain runoff from the roadbed ditch right of Sta 118+00 to 119+50. The DMV parking lot will also drain into the ditch.

EMBANKMENT FOUNDATION EXCAVATION is recommended by Region I Geology Staff in the Nyberg Slough area Sta 121+25 - 125+32. The embankment in this area is approximately 13' high and lays against the existing embankment

10' - 40' wide. The surface layer of this ground consists of highly organic, spongy soil about 2-3' deep. Approximately 1462 CY of embankment foundation should be adequate. The lowest grade line of the excavation should be limited to the bottom of the existing Nyberg ditch, if possible. Any lowering of its flow will soon be silted in during the almost yearly flooding of the area.

EMBANKMENT IN PLACE: The roadwork necessary to provide re-aligned access across the new structure requires about 10,343 CY of embankment with negligible quantities of cut. If the total project, including Stage II, were constructed at this time the embankment material would be available in the cut immediately south of the structure, Sta 129+00 - 141+00. It is proposed to designate this cut area a borrow area for Stage I. Limits for the excavation would be the Stage II subgrade and cut slopes, except that a ditch section for drainage would be substituted for the Stage II sidewalk section. A quantity of aggregate base material is included in the estimate for a dress-up of the shoulder. Utility adjustments in the borrow area to gas, telephone, power and water facilities are required. (See UTILITIES)

SELECTED EMBANKMENT IN PLACE is proposed as a backfill of the embankment foundation excavation. A non-plastic, free-draining, quarry or bar run material is recommended to provide sub-drainage. The 1462 CY needed does not warrant providing a quarry source so commercially available material is proposed.

TRENCH EXCAVATION on the project is limited to the small amount needed in placing a culvert for the approach to the right of Sta 118+55.

FINISHING ROADBED AND SLOPES: The relatively short project length, wide section and confined work space will reflect a higher-than-usual price.

OBLITERATION OF OLD ROADWAY in the area of the existing structure should be done to enhance the appearance of the finished improvement. All material can be buried in the new fill slopes or blended with surroundings The total area must be regraded to insure proper drainage.

Surfacing items (see accompanying surfacing design sheet) include WATERING, CLASS B ASPHALTIC CONCRETE, ASPHALT IN MIX, TACK COAT and ASPHALT and AGGREGATES IN PRIME COAT. Water is available on the job site either from the City of Tualatin or from Nyberg Slough. Commercial source is recommended for the surfacing material due to the small quantities. No pay item for the needed ½ ton of tack coat is included. The proposed prime coat on the aggregate base will facilitate stage construction by providing a temporary surface for the stages. Quantities calculated include amounts involved in the stage construction.

A 12-INCH CULVERT is needed for driveway construction at Sta 118+55. Metal pipe is recommended due to minimum cover. The pipe will be installed in the roadside ditch.

GUARD RAIL, TYPE 2A and TYPE 3 are needed on the embankment and at the proposed structure. Alignment and grade will follow the 'T' line shoulders south of the structure and north of the structure on the right and will have to be re-installed or replaced at the time of Stage II construction. Left of ℄ on the north side of the structure the guard rail may be installed to its final alignment (Stage II) and grade. TYPE I ANCHORS with TYPE C END PIECES are proposed at the 4 exposed guard rail ends. TYPE 2 GUARD RAIL is recommended adjacent to the Meridian Park Hospital entrance road where the borrow area cut slope is nearby. The slow traffic and low volumes do not warrant need for anchors to this rail. Ownership and maintenance of this rail should be agreed upon in the R/W negotiations as it falls within the proposed construction easement.

Two driveways and one road connection at Sta 120+85 are included in the item EXTRA FOR ASPHALT APPROACH. The road connection will be constructed to its final (Stage II) design with the roadway section similar to the main line ('T' line, Stage I).

LOOSE RIPRAP, CLASS 100 and FILTER FABRIC are recommended by the Hydraulics Section. To allow the greatest flow volume under the structure, the riprap should be an integral part of the embankment.

DELINEATORS are included for the project. The 16° curve and narrow roadbed will be safer with the addition of delineators.

ADJUST MANHOLES: Two sanitary sewer manholes will require vertical adjustments. Others within the work area will be subject to regrading and embankment work nearby so equipment must be aware of their location.

Two mailbox posts are within the work area. Adjustments are to be made as necessary with payment for SETTING MAILBOX POSTS. Additional payment for needed replacment of materials would be handled by "Extra Work".

ROADSIDE SEEDING AND MULCHING of approximately 24 acres includes an allowance of 0.5 acre to cover any possible temporary erosion control that might be necessary due to extended construction time. Cut slopes are 2:1 or 1½:1 and fill slopes are 2:1 with a maximum height, cut or fill, of 16'. One half acre of nearly flat area to be covered is the obliterated roadway area near the existing structure.

Approximately 6,000 Sq. Ft. of REINFORCED CONCRETE DECK (PRECAST) is proposed (see Vicinity Map and Calculation Sheet for details). Included in the estimated cost are all structure-related costs such as drains, rails, impact panels, etc.

Additional anticipated items (Non-contract) include STRIPING, SIGNING, UTILITY ADJUSTMENTS and RIGHT OF WAY.

Striping costs are estimated for 1½ days.

Permanent signing has not been determined to date.

A Utilities Map and adjustment list are included in the location data. The existing sewer system in the Stage I work area will soon undergo extensive relocation, according to the City of Tualatin. The exact design of the changes should reflect planning for the proposed Stage I construction. The PT&T underground coaxial cable along the left side of 65th Ave. must be relocated in the borrow area, Sta 129+00 - 141+00. Other poles, meters, valves, etc. are to be adjusted as needed according to enclosed utility data. The Utility Engineer's Report will be forwarded to Metro office upon completion.

Three parcels are affected by R/W and/or easement takings. R/W is needed right of Sta 114 to 124 with additional slope easements right of Sta 114 to 126+41.04 and left Sta 128+50 to 141+00. Total R/W taking is about 56,000 Sq. Ft. with easements amounting to about 54,800 Sq. Ft. The R/W dimensions are based on the Stage II design to avoid the possibility of a double taking, even though Stage I construction would require less R/W Sta 114 - 122. The greatest R/W impact involved with Stage I construction is to the Van Moy property currently occupied by the Department of Motor Vehicles. DMV parking is severely reduced. An estimate of cost for replacement of parking is included with the R/W data. Deed coverage for Stage I has been ordered and will be forwarded when received. Unit prices for the project were furnished by Edgar Johnsen, Special Studies and Cost Engineer.

PACIFIC HIGHWAY - S.W. SAGERT ROAD SECTION
S.W. 65TH & NYBERG ROAD (TUALATIN)
PREFIX: 234-1955
MAY, 1978

QUANTITY SUMMARY AND ESTIMATE OF COST
STAGE I CONSTRUCTION

ITEM	UNIT	AMOUNT	ALLOW	TOTAL	UNIT PRICE	COST
MOBILIZATION	LUMP SUM	ALL		100%		$23,774
TEMPORARY PROTECTION & DIRECTION OF TRAFFIC	LUMP SUM	ALL		100%		4,458
FLAGMEN	HOUR	376	4	380	18.00	6,840
TEMPORARY SIGNS	SQ. FT.	156	14	170	6.50	1,105
CLEARING AND GRUBBING	LUMP SUM	ALL		100%		4,200
REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	ALL		100%		5,500
DITCH EXCAVATION	CU. YD.	19	1	20	10.00	200
EMBANKMENT FOUNDATION EXCAVATION	CU. YD.	1,462	38	1,500	4.00	6,000
EMBANKMENT IN PLACE	CU. YD.	10,343	57	10,400	3.10	32,240
SELECTED EMBANKMENT IN PLACE	CU. YD.	1,462	38	1,500	5.00	7,500
TRENCH EXCAVATION	CU. YD.	2	1	3	10.00	30
FINISHING ROADBED & SLOPES	LUMP SUM	ALL		100%		1,400
OBLITERATION OF OLD ROADWAY	SQ. YD.	1,444	56	1,500	0.75	1,125
WATERING	M-GAL.	112		112	8.00	896
AGGREGATE BASE	TON	3,320	80	3,400	7.50	25,500
CLASS "B" ASPHALT CONCRETE MIXTURE	TON	1,143	57	1,200	14.50	17,400
ASPHALT CEMENT IN MIXTURE	TON	74	4	78	85.00	6,630
ASPHALT IN PRIME COAT	TON	7		7	175.00	1,225
AGGREGATES IN PRIME COAT	CU. YD.	38		38	20.00	760
12-INCH CULVERT PIPE	L.F.	60		60	15.00	900

✓

Sheet 2 of 2

ITEM	UNIT	AMOUNT	ALLOW	TOTAL	UNIT PRICE	COST
GUARD RAIL, TYPE 2	L.F.	350		350	10.00	3,500
GUARD RAIL, TYPE 2A	L.F.	788	12	800	12.00	9,600
GUARD RAIL, TYPE 3	L.F.	100		100	25.00	2,500
GUARD RAIL ANCHOR, TYPE 1	EACH	4		4	275.00	1,100
GUARD RAIL END PIECE, TYPE "C"	EACH	4		4	110.00	440
EXTRA FOR ASPHALT APPROACHES	EACH	3		3	125.00	375
LOOSE RIP RAP, CLASS 100	CU. YD.	383	7	390	15.00	5,850
FILTER FABRIC	SQ. FT.	6,895	105	7,000	0.25	1,750
DELINEATORS	EACH	37	1	38	18.00	684
ADJUST MANHOLES	EACH	2		2	250.00	500
SETTING MAIL BOX POST	EACH	2		2	50.00	100
ROADSIDE SEEDING AND MULCHING	ACRE	1.9	0.5	2.4	550.00	1,320
60 X 100 RCD PRECAST STRUCTURE	LUMP SUM	ALL		100%		150,000

SUB-TOTAL (CONTRACT ITEMS)		$325,402
ENGINEERING & CONTINGENCIES:		
STRUCTURE - 30%	$45,000	
GRADE & PAVE - 20%	35,080	
SUB-TOTAL		$405,482
ADDITIONAL ANTICIPATED ITEMS		
STRIPING (S.F.O.)	$1,325 (Total estimated cost per enclosed cost estimate)	
SIGNING (S.F.O.)		
UTILITY ADJUSTMENTS		
RIGHT OF WAY	75,000	

✓

1013

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Tualatin
City Hall
Tualatin, OR 97062

Attention of Mrs. Yvonne Addington
City Recorder

Request No. (assigned by staff engineer or head of section) CC 1815

Date April 1, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $7,050.00

Quantity	Unit	Description	Unit Price	Amount
		Retain in Advance Deposit	$1,000.00	
		Transfer to the State Highway funds for the S.W. 89th-I-5 Freeway Section, FAU 9282 Agreement No. 5766		$6,050.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 234-1959-295
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 7,050.00	Submitted by: Fred Hildebrandt Fred Hildebrandt
Is this a partial or final request for billing? Partial	Approved: Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	
Give the number of the last previous request in connection with this same service.	Approved: Gerald W. Wimer Gerald W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 9, 1977 Telephone 238-8226

TOM SPEAR
Washington County
150 N. First Avenue
Hillsboro, OR 97123

During the past several months, considerable discussion and various meetings have been held in an attempt to implement the highway improvement projects in the city of Tualatin which are presently shown in the CRAG-TIP. During this period, various revisions to the project have been initiated by the city such as a minimum of three lanes, including curbs, sidewalks and storm sewers on S.W. 65th Avenue. On the Nyberg Road portion, a five-lane facility including four lanes, left-turn median, with curbs and sidewalks, has been requested for consideration. These changes in design have required new reconnaissance estimates which include right-of-way, construction, structures and preliminary engineering. The following is a breakdown of costs reflecting these changes in the project scope for the various units:

Unit 1 Sagert Road - I-5 Freeway, S.W. 65th Avenue/Nyberg Road

Preliminary Engineering (Category 3-Major)	$ 53,000
Bridge Replacement	96,000
Bridge Detour	14,000
R/W	110,000
Construction	750,000
Total	$1,023,000

Unit 2 I-5 Freeway - Boones Ferry Road, S.W. Nyberg Road

Preliminary Engineering (Category 2)	$ 82,000
R/W	250,000
Construction	800,000
Total	$1,132,000

The total for the two project units is estimated at $2,155,000 which exceeds the $876,000 shown in the CRAG-TIP FY77-79 annual elements. I suggest we proceed with a modified project concept consistent with the funding shown in the current CRAG-TIP.

The modified concept as we have discussed, would include preliminary engineering on the entire project and a portion of the construction on Unit 1 including the bridge replacement as follows:

Preliminary Engineering (Unit 1)---------------------	$ 53,000
Preliminary Engineering (Unit 2)---------------------	80,000
Bridge Replacement------------------------------------	96,000
Bridge Detour---	14,000
R/W (Unit 1)--	110,000
Road Construction (Bridge-Nyberg Road)---------------	123,000
Total	$476,000

This would provide a final design for the entire project and replacement of the bridge in FY78 which is a critical feature of the project. The actual limits of the construction portion can be addressed to after the preliminary engineering is complete. Additional construction projects which go beyond the existing funding capabilities can be realigned in future annual elements of the CRAG-TIP.

If you concur with this concept, I will have Mr. Ewen proceed with a federal aid project request, assessment on Unit 2 and proceed with programming through our Project Management Section in Salem. I feel this concept will require no revisions to the current FY77 annual element.

JDMcClure
JAMES D. McCLURE
Project Development Engineer

JDM/ldo

Attachment

cc: Winston Kurth w/attachment
L. W. Rulien "
E. L. Hardt "
R. T. Ewen "

PROJECT MANAGEMENT
MAY 10 '77

Gary H

X

PROJECT RESPONSIBILITY (AGENCY) Washington County
PROJECT LIMITS Borland Rd to Boones Ferry Rd
PROJECT LENGTH 1.43 MI
PROJECT DESCRIPTION Reconstruct SW 65th Ave - Nyberg Rd from Borland Rd to Boones Ferry Rd. The improvements will consist of widening the existing facility to 64/68 feet between curbs and will include 4 travel lanes, left turn median, curbs and pedestrian walks.

PROJECT NAME: SW 65th/ Nyberg Road
I.D. #
APPLICANT AGENCY Washington Co.

PROJECT INFORMATION FORM
TIP - FY77 ANNUAL ELEMENT
PORTLAND-VANCOUVER
METROPOLITAN AREA

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT ___ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$ 76	400	400			876
FEDERAL	$ 60	312	312			684
STATE	$ 8	44	44			96
LOCAL	$ 8	44	44			96
	$					
	$					

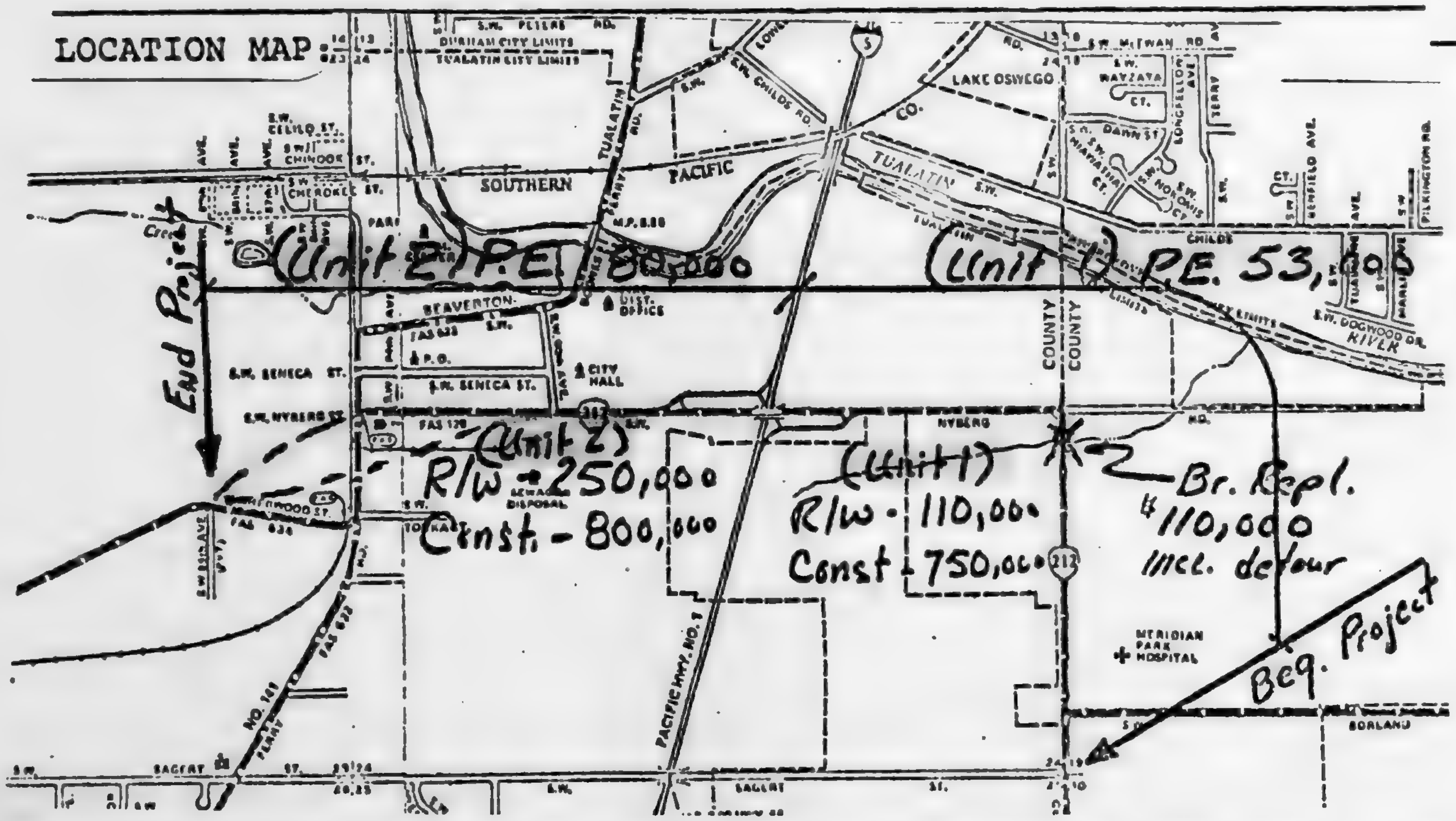
APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIMINARY ENGRG	$ 76,000
CONSTRUCTION	800,000
RIGHT OF WAY	-
TRAFFIC CONTROL	-
ILLUMIN, SIGNS, LANDSCAPING, ETC	-
STRUCTURES	-
RAILROAD CROSSINGS	-
(27) TOTAL	$ ~~876,000~~

SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	78
FAUS (WASH REGION)	
UMTA CAPITAL	
UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
NON-FEDERAL	
STATE	11
CAL	11

LOCATION MAP:


End Project
(Unit 2) P.E. 80,000
(Unit 1) P.E. 53,000
(Unit 2)
R/W - 250,000
Const. - 800,000
(Unit 1)
R/W - 110,000
Const - 750,000
Br. Repl.
$110,000
incl. detour
Beg. Project
SOUTHERN
PACIFIC
TUALATIN
LAKE OSWEGO
CO.
COUNTY
COUNTY
S.W. SENECA ST.
S.W. NYBERG ST.
NYBERG
CITY HALL
MERIDIAN PARK HOSPITAL
PACIFIC HWY. NO. 1
BORLAND
RIVER
DURHAM CITY LIMITS
TUALATIN CITY LIMITS
S.W. PETERS RD.
PILKINGTON RD.

faus

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
November 24, 1976

FILE: Unnumbered

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Agreement
65th Avenue Bridge
Washington County

TO: GEORGE HOPKINS
Local Government Programs Engineer

Here are three signed copies of the agreement covering preliminary engineering, right-of-way acquisition and construction of the bridge on 65th Avenue just south of Nyberg Road. The bridge lies on the line between Clackamas and Washington counties and although in both, is considered to be under the jurisdiction of Washington County and therefore the agreement is with that agency.

This project is within the section of 65th Avenue which is also covered by a preliminary engineering agreement with the City of Tualatin. The environmental studies on the two projects are necessarily closely related and should be coordinated. As preliminary engineering gets under way, it will be necessary to segregate costs for this bridge project from costs incurred in the roadway engineering because local money is being provided by at least three different agencies.

Let me know if anything else is required before this can be advanced toward a project.

ldo

Attachments

cc: Region 1

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ OPE ☐ CE ☐ RE ☐ RPE ☐

Gary #

9023

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
RICHARD C. HEISLER
RAY MILLER
J. ALLAN PATERSON
MICHAEL SHEPHERD

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

November 19, 1976

ME PE PR1 PR2 DE
O.S.H.D. - METRO
NOV 23 1976
OE FILE T/A

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Enclosed please find three copies of the agreement between your division and Washington County covering the Meridian Road Bridge Project. Signature by Vice-Chairman Ray Miller has been affixed at the regular meeting of the Board of County Commissioners on Tuesday, November 16, 1976 by Minute Order No. 76-596, copy of which is also enclosed.

As soon as we have received the final executed copy from your office this project can continue.

We thank you for your cooperation and assistance in this matter.

Yours very truly,

John F. Crockett
js

John F. Crockett
Director of Public Works

JFC:js

Enclosures

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

9083

Pul

WASHINGTON COUNTY

Inter-Department Correspondence

Date November 9, 1976
For Meeting of: November 16, 1976

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Approval Agreement - Meridian Road Bridge - Federal Aid Urban System

Because of the condition of the Meridian Road Bridge just south of Nyberg Road, Washington County and Clackamas County have agreed to a joint application for the reconstruction of the subject bridge. Each county is to pay half the local share of the federal aid urban system project. This project was in the current year's Transportation Improvement Program, as adopted by your Board and CRAG Executive Committee.

The agreement has been presented to us by the Oregon State Highway Division which will permit them to move forward with the application, design and construction of this bridge which is located close to the Meridian Park Hospital.

RECOMMENDATION: Your Board authorize the Chairman to execute the prepared agreement covering this project.

Respectfully submitted,

John F. Crockett

JFC:js

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-596
DATE 11-16-76
BY [illegible]
CLERK OF THE BOARD

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE ☐
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 12, 1976

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Project Development Engineer

SUBJECT: BRIDGE REPLACEMENT
SW 65th Avenue
Washington County

The City of Tualatin recently requested an Urban System project for improvement to SW 65th Avenue and SW Nyberg Road in and adjacent to the City. Local matching money is to be provided by the City, but the project is in reality a joint undertaking with Washington County. Within that section, the bridge on SW 65th Avenue was specifically excluded and now Washington County has submitted the attached request to replace the bridge. In this project, Washington County will be the applicant, but because the bridge is on the county line, local matching money will be shared by both Washington and Clackamas counties.

Tom Spear of Washington County has told me that the County wishes preliminary engineering and bridge design to be done by the Highway Division and that local matching money is available so that construction could begin as soon as possible.

Since this project and the road improvement project are so closely interrelated, it seems that one environmental document should suffice for both projects. Construction conflicts would probably be minimized and money saved if the bridge project could be done prior to roadway work, so it would be well if the environmental requirements could be met in such a way as to permit this scheduling.

Please review this request and if acceptable, please process for inclusion in the Federal Aid program.

Proj.
To project in TIP No. 1
#

AUG 13 '76

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
AUG 16 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

WASHINGTON COUNTY

Inter-Department Correspondence

Date July 22, 1976

To : Honorable Board of County Commissioners

From : Acting Director of Public Works

Subject : Federal Aid Urban Project, Meridian Road (S.W. 65th Avenue) Bridge Replacement

Attached is a Federal Aid Urban System Project Request for the replacement of the existing bridge structure on S.W. 65th Avenue in the City of Tualatin. The bridge currently has a 15 ton load limit on it, Clackamas County is participating with Washington County in providing the local share for the project, which Public Works has budgeted $7,500.

This road serves the area to the east from Nyberg Road interchange with I-5, and specifically Meridian Park Hospital, as well as a major route for Tualatin Rural Fire District, which serves the area for fire protection.

The project will fit in with the City of Tualatin's proposal, for improving the road to urban arterial standards. As stated in the Minute Order (#76-17) when your Board approved project request for the preliminary engineering for the road improvement, it is anticipated that the bridge replacement will be done prior to road improvement, but in conjunction with the overall design.

RECOMMENDATION: Your Board approve the Federal Aid Urban Project Request for the bridge replacement on S.W. 65th Avenue, County Bridge No. 1211.

Respectfully submitted,

John F. Crockett
Acting Director of Public Works

JFC:kc
Attachment

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-381
DATE 7-27-76
BY Jo [illegible]
CLERK OF THE BOARD

Rev. 6/5/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date June 27, 1976

Applicant Agency Washington County

Federal Aid System Route No. ____________ Route Name S.W. 65th Avenue

Project Name Arterial Improvement of S.W. 65th Avenue

Project Length ____________ Project Location (Attach sketch map)

Project Description Replace existing bridge structure with new structure, to accommodate 4 travel lanes and pedestrians. The design of the structure will be coordinated with the preliminary engineering for the arterial improvement project. The bridge replacement can proceed and be a project by itself, or in conjunction with the arterial road improvement if timing permited. The existing structure, having a load limit of 12 tons needs to be replaced at this time, and is a cooperative effort by Washington and Clackamas Counties to construct a new structure.

Average Daily Traffic 3,000 to 7,500 Design Speed P.E.

Complete Applicable Sections:

I. **ROADWAY DATA**

1. Existing Roadway: (Attach sketch)

Width ____________ Travel Lanes ____________ Shoulders ____________
Medians ____________ Parking ____________
Sidewalks ____________
Other ____________

2. Desired Roadway Cross Section: (Attach sketch)

Width ____________ Travel Lanes ____________ Shoulders ____________
Medians ____________ Parking ____________
Curbed ____________ Length Curb Radii ____________
Sidewalk/Bikeway ____________
Other ____________

FOOTNOTES: ____________

Description of Proposed Roadway Work ____________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 80' Minimum ____ Maximum ____

2. Will Additional Right-of-Way Be Needed? No Explain For the structure itself, no additional right-of-way is needed. However, P.E. for the road project might indicate need for some additional right-of-way for road construction.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ____

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ____ No ____

5. Should State negotiate and acquire right-of-way in behalf of applicant?
   ____

6. Should State prepare options? Yes ____ No ____

7. Is a public hearing necessary? ____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   ____ If so, explain ____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? ____
   If so, explain ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

   ____

2. Proposed Signalization:

   Location ____

   Type ____

Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant?

IV. ILLUMINATION DATA

1. **Present Illumination and Location:**

None

2. **Proposed Illumination:**

Location To be determined by City of Tualatin, if desired.
Type

V. STRUCTURE DATA

1. **Existing Structure:**

Location S.W. 65th Avenue south of Nyberg Rd., Washington County Bridge #1211
Type Wood structure, deck width 20 feet, existing limit 15 ton, raised from 3 ton load limit, one way traffic.
Size 3 - 15 foot spans
To Remain in Place? No, needs replacement.

2. **Proposed Structure:**

Location Same location.

Is a particular type of structure and design desired? Consider pre-cast concrete rib-deck.

Approximate size of proposed structure To be done by P.E., but approximately 45 feet in length.

Are sidewalk/bikeways desired? Yes.

Are any utilities to be attached to structure? By P.E., possibly utilities to be underground as part of road project.

FOOTNOTES: Bridge could be raised in elevation as road approaches will be rebuilt (Consider in P.E.).

Are provisions for illumination desired? As per City of Tualatin.

Are there any unusual or complicating conditions? In an area inundated by Tualatin River during high water conditions.

VI. RAILROAD DATA

1. Are there any railroad crossings?________ Location________

   Type of existing crossing________

   Existing crossing protection________

   Name of Railroad________

   Number of Tracks: Mainline______ Siding______ Total______

   Angle of Intersection________

   Sight Distance: (Direction)______ Distance______

   (Direction)______ Distance______

   Number of Trains: Passenger______ Speed______

   Freight______ Speed______

2. Will existing railroad crossing be altered?________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ________ Office
2. Environmental ________ Office
3. Public Hearing ________ Office

REMARKS:

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections

2. Does the applicant desire to perform the project preliminary engineering?
Yes ____ No X

Does the applicant desire to perform the project construction engineering?
Yes ____ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$
Right-of-Way Costs (if participating)	
Traffic Control	
Illumination	
Structures	$136,000
Railroad	
Other	
Preliminary Engineering (By State)	
PROJECT TOTAL	$ 136,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of ____ and/or Washington County

By ____ By

Chairman of Board of County Commissioners

By ____ By ____

By ____

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76-381
DATE 7-27-76
BY JoAnn Johansen
CLERK OF THE BOARD

1980 SW Hall Blvd.-SW Oak St. 9085
Sec. of SW Greenburg Rd. N. of
Tigard (gr, pav, & sig.)

Smead
No. 2-152-5L
HASTINGS, MN - LOS ANGELES
[illegible] OH - McGREGOR, TX U.S.A.

C & A 6186   11-9-77

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	139162
DATE	4/6/84
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 2764
CODE	WASHINC

- Washington County
- 150 N. First Ave.
- Hillsboro, OR 97123

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			11,191.35
234-1956	296	00	000		4,375.86
234-1042	296	00	000		6,815.49
234-1956	297	00	000		(4,375.86)
234-1042	297	00	000		(6,815.49)

DESCRIPTION	TOTAL PRICE
Urban System Project S.W. Hall Blvd-SW Oak Street S.W. Greenburg Road M-~~9702~~(1) IX-~~9702~~(2) Cont. #9085 9207 Agree #6186 9207	
Preliminary Engineering (see attached statement)	$ 90,851.85
Construction (See attached statement)	944,709.09
Total Project Cost	1,035,560.94
Less: Federal Share	(835,588.63)
State Share	(85,455.96)
County Share	114,516.35
Less: Advance Deposits (see attached statement)	103,325.00
	11,191.35
110.00 final	

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

________ ________ PH: ________ FOR CORRECTNESS OF CHARGES

OR Rosalyn Wickham PH: 378-5034 PREPARER OF INVOICE

AMOUNT DUE: 11,191.35

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE 3-22-84

COUNTY: Washington AGREEMENT NO: 6186 PROJECT NO: M-9207(1) 1X-9207(2)

CONTRACT NO: 9085 SECTION: S.W. Hall Blvd. - S.W. Oak St., S.W. Greenburg Rd.

Preliminary Engineering (Prefix No. 234-1956):

Project Manager		$34,710.81
Citizens Involvement		1,975.05
Final Design		12,649.87
Preliminary Design		174.80
R/W Descriptions		7,138.05
Soils & Geology		865.08
Signing		10,280.65
R/W Liaison		232.93
Utility Liaison		608.12
Photogrammetry		145.08
Reconnaissance & Hydrology		185.35
Program Section		641.99
Specifications		2,761.72
Administrative Services		75.23
Environmental Section		16,142.98
Training Courses		1,078.68
EEO Monitoring		1,185.46
TOTAL P.E. COST		$90,851.85
Less Federal Funds		(76,980.78)
BALANCE		$13,871.07
Less Non-Participating Costs:		
Project Manager	$581.42	
Citizens Involvement	169.68	
Utility Liaison	27.60	
Environmental Section	351.96	($ 1,130.66)
AMOUNT TO BE SHARED		$12,740.41
State Share: 50% of $12,740.41 =		$ 6,370.21
County Share: (50% x $12,740.41) + 1,130.66 =		$ 7,500.86

PROGRAM SECTION
PROJECT UNIT
PROGRAM UNIT
REFER TO
FOR

NOTED
V.E. SKOO

NOT
F.R. G

Contruction (Prefix No. 234-1042):

	Other	Mapleleaf Signal	Total
Payment to Contractor	$781,079.01	$41,021.10	$822,100.11
Interest on Final Payment	224.45	11.79	236.24
SFO #1 Pavement Striping	7,362.55	-0-	7,362.55
SFO #2 Traffic Signal Revision	248.29	-0-	248.29
Construction Engineering	103,675.62	5,445.13	109,120.75
Program Section	162.13	8.51	170.64
Salem Lab.	1,603.34	84.21	1,687.55
Eugene Lab.	83.28	4.37	87.65
Technical Services	680.66	35.75	716.41
Construction Section	1,589.86	83.50	1,673.36
Region Office	735.15	38.61	773.76
Training Courses	325.38	17.09	342.47
EEO Monitoring	179.86	9.45	189.31
TOTAL CONST. COST	$897,949.58	$46,759.51	$944,709.09
Less: Federal Funds	(758,607.85)	-0-	(758,607.85)
BALANCE	$139,341.73	$46,759.51	$186,101.24
Non Participating Costs:			
Payment to Constrctor	$ 3,438.85	$41,021.10	$ 44,459.95
Interest on Final	224.45	11.79	236.24
Construction Engineering	1,806.46	5,726.62	7,533.08
	$ 5,469.76	$46,759.51	$ 52,229.27

State Share: $\frac{\$746.921}{85\%}$ x 9% = $79,085.75

County Share: $186,101.24-$79,085.75 = $107,015.49

SUMMARY:

County Share P.E.	$ 7,500.86
County Share Const.	107,015.49
TOTAL COUNTY SHARE	$114,516.35

Less Advance Deposits:

County (P.E.)	$ 3,125	
County (Cont.)	46,400	
Fringland Const.	53,800	(103,325.00)

BALANCE DUE FROM COUNTY $ 11,191.35

RW:dmc

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE 3-22-84

COUNTY: Washington AGREEMENT NO: 6186 PROJECT NO: M-9207(1) 1X-9207(2)

CONTRACT NO: 9085 SECTION: S.W. Hall Blvd. - S.W. Oak St., S.W. Greenburg Rd.

Preliminary Engineering (Prefix No. 234-1956):

Project Manager	$34,710.81
Citizens Involvement	1,975.05
Final Design	12,649.87
Preliminary Design	174.80
R/W Descriptions	7,138.05
Soils & Geology	865.08
Signing	10,280.65
R/W Liaison	232.93
Utility Liaison	608.12
Photogrammetry	145.08
Reconnaissance & Hydrology	185.35
Program Section	641.99
Specifications	2,761.72
Administrative Services	75.23
Environmental Section	16,142.98
Training Courses	1,078.68
EEO Monitoring	1,185.46
TOTAL P.E. COST	$90,851.85
Less Federal Funds	(76,980.78)
BALANCE	$13,871.07

Less Non-Participating Costs:

Project Manager	$581.42	
Citizens Involvement	169.68	
Utility Liaison	27.60	
Environmental Section	351.96	($ 1,130.66)
AMOUNT TO BE SHARED		$12,740.41

State Share: 50% of $12,740.41 = $6,370.21

County Share: (50% of $12,740.41) + $1,130.66 = $7,500.86

Construction (Prefix No. 234-1042):

Payment to Contractor	$780,834.01
Interest on Final Payment	222.06
SFO #1 Pavement Striping	7,362.55
SFO #2 Traffic Signal Revision	248.29
Construction Engineering	102,593.15
Program Section	161.29
Salem Lab.	1,589.39
Eugene Lab.	82.39
Technical Services	673.41
Construction Section	1,572.95
Region Office	727.33
Training Courses	321.92
EEO Monitoring	177.96
TOTAL CONST. COST	$896,566.70
Less Federal Funds	(758,607.85)
BALANCE	$137,958.85

Non-Participating Costs:

Payment to Contractor	$ 3,193.85
Interest on Final Payment	222.06
Construction Engineering	670.97
	$ 4,086.88

State Share: $\frac{\$746,921}{85\%} \times 9\% = \$79,085.75$

County Share: $137,958.85 - $79,085.75 = $58,873.10

SUMMARY:

County Share P.E.		$ 7,500.86
County Share Const.		58,873.10
TOTAL COUNTY SHARE		$66,373.96
Less County Advance deposits:		
P.E.	$ 3,125	
Const.	46,400	($49,525.00)
BALANCE DUE FROM COUNTY		$16,848.96

GEZ:cm

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.
234-1942
234-1042

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
State Capitol
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 1-30-80
TO 11-25-80

FEDERAL AID PROJECT NO.
IX-9207(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
50,363.26	50,315.75	85%	42,768.39	42,768.39	-0-
894,345.83	842,164.07	85%	715,839.46	715,839.46	-0-
944,709.09	892,479.82	85%	758,607.85	758,607.85	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
1/26/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Hall Blvd.-S.W. Oak St. Section S.W. Greenburg Road (FAU 9207) Washington County					
	Construction Type Code 6201 Roadway (Sta. 78+15 thru E.Q. Sta. 116+4.11 to Sta. "GB" 16+04.23 to Sta. "GB" 23+00					
	Final Contract Payment Summary		Lump Sum		673,118.96	
SFO	#1 All pavement striping and removal (State)		All Required		7,362.55	
	Total Participating Type Code 6201				$680,481.51	
	Type Code Y031 Traffic Signal					
	Final Contract Payment Summary		Lump Sum		104,521.20	
SFO	#2 Make revision of traffic signal (State)		All Required		248.29	
	Total Participating Type Code Y031				104,769.49	
	Total Participating Construction Cost				$ 785,251.00	
	Construction Engineering State		All Required		107,050.86	
	Misc Project Cost EEO Monitoring Expense		All Required		177.96	
	Total Participating Project Cost				892,479.82	
	Non Participating Project Cost					
	Final Contract Payment Summary		Lump Sum		44,459.95	
	Interest on Final Payments		All Required		236.24	
	EEO Monitoring Expense		All Required		11.35	
	Construction Engineering		All Required		7,521.73	
	Total Non Participating Project Cost				52,229.27	
	Total Project Cost				$944,709.09	
	Prepared based on Participating cost as shown on this Federal Billing as of 2-2-84					
	AMOUNT CARRIED FORWARD					

234-1956

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

'OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER PERIOD

FROM 9/26/77

TO 1/3/80

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-9207(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$90,851.85	$89,721.19	85.80%	$76,980.78	$76,980.78	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY Oregon	DATE	BY	DATE 2/23/82	BY V.E. Skoog, Controller	DATE

REMARKS

PE. HALL BLVD- OAK ST.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Hall Blvd.-S.W. Oak St. Section County Road in Washington County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$89,721.19	
	Total Participating Cost				$89,721.19	
	Nonparticipating Cost					
	P.E. (State)	All Required			1,130.66	
	Total Project Cost				$90,851.85	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/4/82.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
SW HALL BLVD-SW OAK ST	CONT NO 9085 * FA PROJ NOS XI 9207002 89							XI 9207002 05 STATE 06		
	234	1042	201	00	P 1	2,700.00CR	2,700.00CR	733,007.91	80	84
	234	1042	201	00	P 8			44,632.25	80	82
	234	1042	201	00	N 1			3,193.85	80	81
	234	1042	201	00	N 9			41,266.10	80	81
	234	1042	203	00	P 1	2,700.00	2,700.00		81	84
	234	1042	206	00	N 1			210.25	82	82
	234	1042	206	00	N 8			11.81	82	82
	234	1042	206	00	N 9			14.18	82	82
	234	1042	270	01	P 1	25.34	25.34	7,362.55	81	84
	234	1042	270	01	P 8	11.52CR	11.52CR		81	84
	234	1042	270	01	N 9	13.82CR	13.82CR		81	84
	234	1042	270	02	P 1	139.32	139.32	248.29	81	84
	234	1042	270	02	N 1	139.32CR	139.32CR		81	84
	234	1042	296	00	N 9		.06	854,877.68CR	80	93
	234	1042	297	00	N 9			46,400.00	80	81
	234	1042	298	00	N 9		.06CR	758,477.68	80	83
	234	1042	299	00	N 9			50,000.00	81	81
	234	1042	900	00	P 1			96,229.17	80	83
	234	1042	900	00	P 8			5,404.08	80	83
	234	1042	900	00	N 1			635.27	80	83
	234	1042	900	00	N 8			35.70	80	83
	234	1042	900	00	N 9			6,527.40	80	83
	234	1042	920	00	P 1			153.51	80	81
	234	1042	920	00	P 8			7.78	80	80
	234	1042	920	00	N 9			9.35	80	80
	234	1042	940	00	P 1			1,507.54	81	81
	234	1042	940	00	P 8			81.85	81	81
	234	1042	940	00	N 9			98.16	81	81
	234	1042	942	00	P 1			78.01	81	81
	234	1042	942	00	P 8			4.38	81	81
	234	1042	942	00	N 9			5.26	81	81
	234	1042	944	00	P 1			637.60	81	82
	234	1042	944	00	P 8			35.81	81	82
	234	1042	944	00	N 9			43.00	81	82
	234	1042	945	00	P 1			1,489.26	81	82
	234	1042	945	00	P 8			83.69	81	82
	234	1042	945	00	N 9			100.41	81	82
	234	1042	946	00	P 1			688.64	81	81
	234	1042	946	00	P 8			38.69	81	81
	234	1042	946	00	N 9			46.43	81	81
	234	1042	948	00	P 1			288.77	81	82
	234	1042	948	00	P 8			.16	81	81
	234	1042	948	00	N 9			.20	81	81
	234	1042	950	00	P 1			304.80	80	81
	234	1042	950	00	P 8			17.12	80	81
	234	1042	950	00	N 9			20.55	80	81
	234	1042	960	00	N 1	273.75CR	273.75CR		80	84

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JANUARY 1984        PAGE  197

                                                                            FISCAL           GRAND TOTAL       ACTIVE YRS
    DESCRIPTION              PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE        TO DATE          BEG     END
                           234    1042      960     00 N 8          4.42CR           4.42CR                         80      84
                           234    1042      960     00 N 9         16.66CR          16.66CR                         80      84
                           234    1042      985     00 P 1                                            168.49        80      80
                           234    1042      985     00 P 8                                              9.47        80      80
                           234    1042      985     00 N 9                                             11.35        80      80
                                            TOT        P1         164.66           164.66          842,164.54
                                            TOT        P8          11.52CR          11.52CR         50,315.28
                                            TOT        N1         413.07CR         413.07CR          4,039.3
                                            TOT        N8           4.42CR           4.42CR             47.51
                                            TOT        N9          30.48CR          30.48CR         48,142.39
                                         ** JOB TOTALS **         294.83CR**       294.83CR**      944,709.09  **

                                                                                                                STATE
 DAIRY CR O'FLOW CULVEPT    CONT NO 9252 * FA PROJ NOS BROS3400005 100                              13,547.98   81      81
                            234    1048      201     00 P 1                                            19.49   81      81
                            234    1048      206     00 N 1                                        16,398.02CR 81      83
                            234    1048      296     00 N 9                                         3,900.00   81      01
                            234    1048      297     00 N 9                                        12,498.02   81      83
                            234    1048      298     00 N 9                                         1,438.56   81      82
                            234    1048      900     00 P 1                                         1,405.09   81      82
                            234    1048      900     00 N 1                                            32.25   81      81
                            234    1048      920     00 P 1                                           193.01   81      82
                            234    1048      940     00 P 1                                            23.62   81      81
                            234    1048      941     00 P 1                                            41.42   81      82
                            234    1048      944     00 P 1                                           123.35   81      82
                            234    1048      945     00 P 1                                           136.20   81      81
                            234    1048      946     00 P 1                                            43.79   81      82
                            234    1048      948     00 P 1                                            42.35   81      82
                            234    1048      985     00 P 1                                        15,622.53
                                             TOT        P1                                          1,424.58
                                             TOT        N1
                                          ** JOB TOTALS **                 **               **     17,047.11  **

                                                                                                                STATE
 SW CED H BLVD@SW BUT/BAR   CONT NO 9246 * FA PROJ NOS HES 9097001 100                              57,766.75   81      82
                            234    1049      201     00 P 1                                           217.67   83      83
                            234    1049      206     00 N 1                                           350.00   83      83
                            234    1049      210     02 P 1                                           846.39   81      82
                            234    1049      270     01 P 1                                        60,219.00CR 81      83
                            234    1049      296     00 N 9                                        60,219.00   81      83
                            234    1049      298     00 N 9                                         7,209.27   91      83
                            234    1049      900     00 P 1                                            64.63   81      81
                            234    1049      911     00 P 1                                            97.28   81      81
                            234    1049      920     00 P 1                          24.25            356.75   81      83
                            234    1049      940     00 P 1                                           235.93   81      82
                            234    1049      941     00 P 1                                           110.85   82      83
                            234    1049      944     00 P 1                                           172.20   81      83
                            234    1049      945     00 P 1                                           169.96   81      81
                            234    1049      946     00 P 1
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                                                                                   470.52
                         234    1955    927     00 P 1                             235.12
                         234    1955    950     00 P 1                              70.20
                         234    1955    980     00 P 1                              75,341.85
                                        TOT     P1                       61.21      1,012.03
                                        TOT     N1
                                     ** JOB TOTALS **           **       61.21  **  76,[illegible] 88  **

                                                                                           STATE
SW OAK-HALL BLV, GREENBURG RD CONT NO    * FA PROJ NOS M   207001 100
                         234    1956    296     00 N 9    147.72CR      322.30CR    [illegible] 95CR




TOTAL TO DATE JOB COST SUMMARY                                 FEBRUARY 1982       PAGE  570

                                                                  FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX   FUNCTION   GP  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                                                   2,626.00
                         234    1956    297     00 N 9                             77,554.95
                         234    1956    298     00 N 9    147.72          322.30   34,129.39
                         234    1956    901     00 P 1    219.12CR                    581.42
                         234    1956    901     00 N 1                              1,805.32
                         234    1956    902     00 P 1                                169.68
                         234    1956    902     00 N 1                             12,649.8
                         234    1956    905     00 P 1                                174.8
                         234    1956    907     00 P 1                              7,138.0
                         234    1956    909     00 P 1                                865.0
                         234    1956    910     00 P 1                             10,280.6
                         234    1956    911     00 P 1                                232.9
                         234    1956    913     00 P 1                                580.52
                         234    1956    914     00 P 1    186.61CR        186.61CR     27.60
                         234    1956    914     00 N 1                                145.08
                         234    1956    916     00 P 1                                185.35
                         234    1956    918     00 P 1                                641.99
                         234    1956    920     00 P 1                              2,761.72
                         234    1956    921     00 P 1     94.97CR         94.97CR     75.2
                         234    1956    922     00 P 1     11.97CR         11.97CR  15,791.02
                         234    1956    923     00 P 1                                351.96
                         234    1956    923     00 N 1                              1,078.68
                         234    1956    950     00 P 1    156.53CR                  1,185.46
                         234    1956    980     00 P 1                             89,721.19
                                        TOT     P1        669.20CR        293.55CR  1,130.66
                                        TOT     N1
                                     ** JOB TOTALS **     669.20CR**      293.55CR** 90,851.85  **

                                                                                           STATE
SW 89TH-PACIFIC HWY I-5   CONT NO    * FA PROJ NOS M   282002 100                   6,050.00
                         234    1959    295     00 N 9                            178,835.00CR
                         234    1959    296     00 N 9                            172,785.00
                         234    1959    298     00 N 9                  3,065.94   65,696.60
                         234    1959    901     00 P 1                     64.78    1,403.41
                         234    1959    901     00 N 1                              5,178.17
                         234    1959    902     00 P 1    128.92          171.21
                         234    1959    902     00 N 1
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801
BILLING NUMBER 31

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/23/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
223-1078	1	BROS-2300-003 APPR-117	147,352.00	186,073.77	183,631.69	80.00	146,905.35	146,905.35		
223-1083	1	BROS-2300-006 APPR-114	97,674.00	117,247.36	117,075.32	80.00	93,660.26	93,660.26		
22' -1053	1	RRP -000S-020 APPR-139	52,683.00	58,504.72	58,504.72	90.00	52,654.25	52,654.25		
224-1073	1	PMS -000S-110 APPR-140	185,500.00	185,465.82	185,431.32	100.00	185,431.32	185,431.32		
226-1005	1#	SOS -2600-C01 APPR-680	128,618.01	206,322.52	149,904.44	85.80	128,618.01	128,618.01		
	8#	SOS -2600-001 APPR-680	1,788.13	2,084.07	2,084.07	85.80	1,788.13	1,788.13		
226-1005		PREFIX TOTALS	130,406.14	208,406.59	151,988.51		130,406.14	130,406.14		
226-1006	1	XI0 -0000-027 APPR-772	240,000.00	276,767.32	276,197.44	85.00	234,767.82	234,767.82		
226-1007	1	RRP -9704-003 APPR-139	52,947.00	19.72	19.72	90.00	17.75	17.75		
226-1008	1	RRS -9956-005 APPR-138	81,214.00	15,176.88	15,176.88	90.00	13,659.19	13,659.19		
227-1095	1#	SOS -2700-001 APPR-680	153,416.22	179,264.08	178,869.33	85.77	153,416.22	153,416.22		
230-1061	1	SRS -000S-109 APPR-148	5,693.20	11,328.91	10,780.14	90.00	9,702.13	5,693.20	4,008.93 B	
230-1070	1#	SOS -3000-002 APPR-680	204,826.88	232,584.61	232,361.75	88.15	204,826.88	204,826.88		
230-1072	1	PMS -000S-087 APPR-140	33,700.00	17,155.22	17,155.22	100.00	17,155.22	17,155.22		
230-1081	1	BROS-3000-005 APPR-114	90,518.00	107,283.74	107,188.45	80.00	85,750.76	85,750.76		
230-1084	1	SOS -3000-006 APPR-680	100,704.00	108,876.96	108,786.74	88.15	95,895.51	95,895.51		
231-1013	1	BROS-3100-004 APPR-117	44,224.00	55,691.44	55,639.17	80.00	44,511.34	44,224.00	287.34 B	
233-1021	1#	PMS -000S-077 APPR-140	555.78	555.78	555.78	100.00	555.78	555.78		
233-1030	1	BROS-3300-002 APPR-117	195,513.00	240,477.11	235,043.94	80.00	188,035.15	188,035.15		
234-1042	1*	XI -9207-002 APPR-823	715,839.46	846,203.91	842,164.54	85.00	715,839.86	715,839.46	.40 B	
	8*	XI -9207-002 APPR-823	42,768.39	50,362.79	50,315.28	85.00	42,767.99	42,767.99		
	9*			48,142.39						
234-1042		PREFIX TOTALS	758,607.85	944,709.09	892,479.82		758,607.85	758,607.45	40	
234-1048	1#	BROS-3400-005 APPR-117	12,498.02	17,047.11	15,622.53	80.00	12,498.02	12,498.02		
234-1049	1	HES -9097-001 APPR-141	60,219.00	67,597.68	67,380.01	90.00	60,642.01	60,219.00	423.01 B	
234-1051	1	BROS-3400-007 APPR-117	246,787.00	294,842.78	294,780.85	80.00	235,824.68	235,824.68		

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1910	1	BROS-3400-008 APPR-117		149.89	149.89	80.00	119.91		119.91 A	
234-1926	1	SRS -000S-094 APPR-148	450.00	73.22	73.22	90.00	65.90	65.90		
234-1927	1	HHS -000S-025 APPR-142	450.00	73.23	73.23	90.00	65.91	65.91		
234-1935	1#	RRS -9028-001 APPR-138	2,693.59	2,992.88	2,992.88	90.00	2,693.59	2,693.59		
234-1937	1#	RRS -9043-001 APPR-138	1,909.05	2,168.83	2,121.17	90.00	1,909.05	1,909.05		
234-1941	1	RRS -9189-001 APPR-138	675.00	521.57	521.57	90.00	469.41	469.41		
234-1954	1	RROO-000S-034 APPR-686	3,600.00	386.96	99.31	90.00	89.38	89.38		
234-1955	1	M -0000-004 APPR-W36	66,063.00	76,353.88	75,341.85	85.80	64,643.31	64,643.31		
234-1956	1*	M -9207-001 APPR-W36	76,980.78	90,851.85	89,721.19	85.80	76,980.78	76,980.78		
234-1959	1	M -9282-002 APPR-W36	172,785.00	264,118.37	261,395.53	85.80	224,277.36	172,785.00	51,492.36 B	
234-1961	1	RRS -9186-001 APPR-138	450.00	200.83	200.83	90.00	180.75	180.75		
234-1978	1#	RRP -0045-001 APPR-139	1,500.40	1,764.95	1,667.11	90.00	1,500.40	1,500.40		
234-1992	1	RRS -A670-001 APPR-138		251.79	251.79	90.00	226.61		226.61 A	
236-1954	1	RRO -000S-037 APPR-685	5,130.00	6,868.16	6,825.58	90.00	6,143.02	5,130.00	1,013.02 B	
236-1961	1*	M -4430-001 APPR-W32	21,327.52	25,304.50	24,865.94	85.77	21,327.52	21,327.52		
236-1964	1	SOS -3600-001 APPR-680	22,729.00	30,192.49	30,192.49	85.77	25,896.10	22,729.00	3,167.10 B	
301-1961	1*	M -4950-001 APPR-W32	1,130.55	1,381.58	1,381.58	81.83	1,130.55	1,130.55		
301-1967	1	M -0000-032 APPR-W32	3,085.00	1,688.49	1,688.49	88.18	1,488.91	1,488.91		
302-1938	1	M -2110-001 APPR-W32	114,528.00	146,549.39	148,054.31	78.19	115,763.66	114,528.00	1,235.66 B	
302-1939	1	M -2120-001 APPR-W32	98,264.00	131,057.74	132,351.23	78.19	103,485.43	98,264.00	5,221.43 B	
302-1941	1	M -2110-002 APPR-W32	57,464.00	86,601.66	87,588.32	78.19	68,485.31	57,464.00	11,021.31 B	
302-1943	1#	SRS -000S-105 APPR-148	217.62	279.74	241.80	90.00	217.62	217.62		
302-1955	1	PMS -000S-090 APPR-140	500.00	116.40	116.40	100.00	116.40	116.40		
302-1956	1	RRP -2070-001 APPR-139	73.93	99.89	82.14	90.00	73.93	73.93		
302-1957	1	RRP -000S-027 APPR-139	871.36	985.93	968.18	90.00	871.36	871.36		
302-1959	1	RRS -2070-002 APPR-138	1,800.00	409.91	332.95	90.00	299.66	299.66		

nig cc: OSHD (Mr Cou er)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	REPORT NUMBER 2	COUNTY Washington		DIVISION Oregon
DATE OF REPORT 11-8-83		REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9207(2)
COMPLETION DATE 3-12-81		ACCEPTANCE DATE BY CONTRACT AGENCY 4-30-81	TIME ELAPSED 116 %	CONTRACT TIME 250
APPROVED EXTENSIONS 26 days		LOCATION See below		

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the contract plans and specifications including authorized changes and extra work.*

SW. HALL BOULEVARD - SW. OAK STREET SECTION
FAU 9207 (SW. Greenberg Road)
Grade, Pave, and Signals

---TPL---

RECEIVED

*NOTE

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED FOR FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe	Original Signed T. P. LOWE	SIGNATURE Glenn K. Ho sner	
TITLE Area Engineer	DATE 11-8-83	TITLE Field Operations Engineer	DATE 11/25/83

FORM FHWA 1446B

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 21 1982
NORMA PAULUS
SECRETARY OF STATE

September 20, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9085

Oregon Asphaltic Paving Company
1220 S.E. 190th Avenue
Portland, OR 97233

Attention: J. C. Knierim, Vice President

Gentlemen:

This will acknowledge your Notice of Claim dated September 14, 1982, concerning the following Highway Division contract:

FILED BY:	Oregon Asphaltic Paving Co.
AMOUNT:	$15,553.65
FOR:	Bituminous base & asphaltic concrete paving
AGAINST: (Prime Contractor)	C. W. McCallen Construction Co.
SUBCONTRACTOR:	---
CONTRACT NO.	9085
PROJECT:	Work on S.W. Hall Boulevard-S.W. Oak Street on S.W. Greenburg Road, Washington County
SURETY:	Great American Insurance Company
AGENT:	Wells-Reed-Wood-West Co.

We will file this claim with the Secretary of State. We note that you have filed it directly with the prime contractor, surety and agent.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEPARTMENT OF TRANSPORTATION

js

cc: C. W. McCallen Construction Co.
8475 S.W. Murray
Beaverton, OR 97007

Great American Insurance Co.
P. O. Box 21109
Seattle, WA 98111

NOTED ON
9-23-82 dmc

bc: Sec. of State - Please acknowledge receipt of the attached claim on enclosed copy of this letter. ✓

Wells-Reed-Wood-West Co.
415 Morgan Bldg., 720 S.W. Wash. St.
Portland, OR 97205

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497 1220 S. E. 190TH AVENUE PORTLAND, OREGON 97233

September 14, 1982

CERTIFIED
P03 7150233
MAIL

Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

Gentlemen:

Enclosed Notice of Claim for filing.

We are notifying you, consistent with ORS 279.314, of Contractor's failure to pay the amount disclosed by Notice of Claim, and demand payment from you directly to us of all contract amounts due and owing.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

By: J. C. Knierim
J. C. Knierim, Vice President

JCK:ia
cc: C. W. McCallen Construction Co.

Great American Insurance Company
Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, Oregon 97205

NOTICE OF CLAIM

TO: Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $15,553.65 against the bond posted by C. W. McCallen Construction Co., 8475 SW Murray Blvd, Beaverton, Oregon 97005, as principal, and Great American Insurance Company Bond No. 2 07 50 72, as surety, for bituminous base and asphaltic concrete paving on job known as the SW Hall Blvd-SW Oak St. Section of Greenburg Road, OSHD Contract No. 9085, and against any amount yet unpaid to the above Contractor or Subcontractor by reason of his contract with said public body for the above described labor, services and material.

DATED: September 14, 1982.

OREGON ASPHALTIC PAVING CO.

By: J.C. Knierim

J. C. Knierim, Vice President
1220 SE 190th Ave.
Portland, Oregon 97233

40 4

April 13, 1982

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

CON 5
#9085

Gentlemen or Ladies:

On April 8, 1982, we wrote to you concerning release of final payment on Contract No. 9085 awarded to C. W. McCallen Construction Co., for work on the S.W. Hall Boulevard-S.W. Oak Street Section of FAU 9207 in Washington County.

Final payment on this contract is $165.99 and the total contract amount is $822,100.11, including $6,835.45 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: C. W. McCallen Construction Co.
8475 S.W. Murray
Beaverton, OR 97007

Great American Insurance Co.
Pacific N.W. Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: C. T. Keasey
Walt Hart
E. L. Hardt

File.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp.Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

Washington

ROAD DESIGN SECTION 378-6558

DES 16

February 16, 1982

C. O. Fredrickson
Region II Engineer, SALEM

W. H. Wakerlig
Right of Way Descriptions Supervisor

S.W. Hall Blvd.-S.W. Oak St. Section
Greenburg Road
Washington County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 17 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Planning File 77-41

Section SW Hall Blvd. - SW Oak St.

Highway SW Greenburg Road FAU 9207

County Washington #34

Date October 12, 1981

Authorization No. 4

Survey Prefix 234-1956 (Assigned by Salem office)

Description of termini, route, length, etc.: Northerly end of survey is at the intersection of Hall Blvd. and Olescn Rd.; southerly end is at the intersection of SW Oak St. The overall length is 0.6 miles.

Proposed: 66' curb section from Hwy. 217 Intch. to SW Locust St.; 40' section within the existing 60' right-of-way along the cemetery; 64' section from Washington Square access to Hall Blvd.

Purpose of survey: Perform field survey, prepare plans, specifications and estimate.

Estimate of cost: $926,345 (contract authorization)
F.A. No. M-9207(1)
Class II, Categorical Exclusion

10-30-80

Field Survey	(901)	34,710
Citizen Participation	(902)	1,975
City or County	(903)	
Consultant	(904)	
Final Design	(905)	12,650
Bridge Design	(906)	
Preliminary Design	(907)	175
R/W Description	(909)	7,140
Soils & Geology	(910)	865
Traffic	(911)	10,280
Landscape	(912)	
Liaison R/W	(913)	235
Utility	(914)	795
Photogrammetry	(916)	145
Location Studies	(918)	185
Engineering Graphics	(919)	
Project Management	(920)	645
Specifications	(921)	2,860
Administrative Services	(922)	90
Environmental	(923)	16,145
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	1,080
Hearings	(980)	1,185
Personal Leave Time	(960)	

Balanced Out

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 21 1981
LOCATION SECTION

Total estimated cost of survey	$ 91,160
Previous authorization	89,900
Additional authorization requested	1,260
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H Duval
~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Frank E. [illegible]
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

6

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 10, 1981

In Reply Refer to
File No.: CON 5 #9085

C. W. McCallen Construction Company
8475 S.W. Murray
Beaverton, OR 97005

Re: Time Extension Request
S.W. Hall Blvd.-S.W. Oak St.
(Greenburg Road)
FAP No. IX-9207(2)
Contract No. 9085

Gentlemen:

Your second request for additional contract time in which to complete the above project has been carefully reviewed. An additional time extension of 12 calendar workdays is granted due to work performed under Price Agreement No. 9.

This will eliminate all liquidated damages under this contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Jim Cochell "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
JUN 11 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 8, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: SW HALL BLVD.-SW OAK ST.
(GREENBURG RD.)
Contract No. 9085
Time Extension Request

RECEIVED
JUN 9 1981
CONSTRUCTION
BRANCH
ASHE
CAE
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CF

Attached is a second time extension request from the contractor, with copies of letters from his subcontractor and suppliers to back up his request. Also attached is Jim Cochell's letter with pertinent, chronological data and his recommendation.

The contractor asked for a 42 day time extension in his first request. At the time of the request, the contract was in the "no time count period" since this is a calendar workday job. The project had overran 16 days at that time, and we were sure the contractor could finish up the signing, etc., before March 1, 1981, when we would have to start counting time again. A 16 day time extension was given due to a strike at the Pacific Union Metals Division plant.

On February 4, 1981, close to the time of delivery of some signs on the job, a problem was discovered with the brackets that fasten the signs to the signal or illumination poles. Price Agreement No. 9 was written to compensate the contractor for the revised sign brackets. This revised work caused the project to run over the 12 days, until March 12, 1981.

Your approval of the 12 day time extension is requested. This will eliminate all liquidated damages assessed to the job.

6-10-81

CTK -

I concur with Region & Resident to grant 12 CWD due to work done under P.A. No. 9.

MC/gw
Attachment
cc Jim Cochell

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

2131 S.W. Scholls Ferry Road
June 1, 1981

S
RE RM RCE SE
TE RECEIVED RSM
UE RCC
SO REGION I RBI
TO

SUBJECT: Time Extension Request No. 2
S.W. Hall Blvd.-S.W. Oak St.
(Greenburg Road)
Contract No. 9085

To: Marion Craft
Region Construction Engineer

FROM: J.W. Cochell
Resident Engineer

Attached is a time extension request from C.W. McCallen Construction Co. on the above project. This job consisted of grading, paving, and signal installation. Below are some pertinent facts concerning this request:

Contract Awarded	2-29-80
Contract time specified	250 CWD
Calendar count started	3-12-80
Contractor began work	4-04-80
Approved time extension	14 days
Contract completed	3-12-81
Calendar days used	276 days
Liquidated damages	12 days

Addressing the problem with the sign installation, it appears that on February 4, 1981, the signing sub-contractor (Junlo), became aware thru the State inspectors of the need to fabricate new sign brackets for installation of four traffic signs. It seems that this problem was overlooked on the plans for this project. Due to the delay incurred by the contractor from this oversite an extension of 12 days should be granted.

If this extension is approved, it would eliminate all liquidated damages charged to date under this contract.

J.W. Cochell
J.W. Cochell Res. Engr.

L

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Hall Blvd. - S.W. Oak St. ([illegible])

WEEK ENDING: 6-6-81

SECTION PREFIX: [illegible]

HIGHWAY: [illegible]

COUNTY: [illegible]

NAME OF JOB: S.W. Hall Blvd.-S.W. Oak St.

KIND OF WORK: Grading, [illegible]

CONTRACTOR: [illegible] McCallen

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: [illegible](2)

DATE OF CONTRACT: [illegible]

DATE WORK STARTED: [illegible]

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: [illegible] CWD

CALENDAR DAYS USED: 262

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 105

PROJECT AUTHORIZATION: $[illegible],45.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $[illegible].34

ENGINEERING AUTHORIZATION: $[illegible]

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $828,225.50

ENGINEERING COST TO DATE: $104,200.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT OVERRUN UNDERRUN: 3 %

PERCENT OF AUTHORIZATION: 142 %

DATE PROJECT WAS COMPLETED: 3-12-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE			
100	100	100	100 Agg.		100		100

	GRADING	SURFACING	Bit. Base	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.89	0.89	0.89		0.89
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,928	5,323	6,513		2,875
TOTAL QUANTITIES CORRECTED TO DATE	4,928	5,323	6,513		2,875
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	No Time Charged			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED

JUN 9 1981

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed 3-12-81. Third notification is still pending.
The semi-final will be completed and sent the week of June 7.

SIGNED J. W. Cottell LOCATION

[illegible]

SPL 2-6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9207(2)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71421

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4/29/81

8. FEDERAL ROUTE NUMBER
FAU 9207

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
S.W. Hall Blvd. - S.W. Oak Street

11. GENERAL DESCRIPTION OF WORK
Revise traffic signal installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XNXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 4/29/81 as requested in Mr. Keasey's letter of 5/8/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order #2 is approved for TEC of $300 Federal Funds $255.

(Above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
JUN 2'81
REFER TO Mailing
FOR
Info | Inv. | R&C | D.1 | Sum | Act | File

orig to
6-2-81

14. DATE
5/22/81

15. SIGNATURE OF APPROVING OFFICIAL
G K Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2, 1981

In Reply Refer to
File No. CON 5 #9085

C. W. McCallen Construction Company
8475 S.W. Murray
Beaverton, OR 97005

Re: Time Extension Request
S.W. Hall Blvd.-S.W. Oak St.
(Greenburg Rd.)
FAP No. IX-9207(2)
Contract No. 9085

Gentlemen:

Your request for additional contract time in which to complete the above project has been reviewed. A time extension of 14 calendar work days is granted due to delays resulting from a labor dispute at the Pacific Union Metal Division plant which delayed delivery of poles for this project.

This will eliminate all liquidated damages charged to date under this contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
E. L. Hardt (w/att.)
Jim Cochell "
FHWA "
Robert Church

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL / /OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9207(1)

STAT JECT NO. See Below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71421

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10/30/80

FEDERAL ROUTE NUMBER FAU 9207

STATE ROUTE NUMBER County Road

RECEIVED
STATE HWY ENGR
NOV 4 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-4

GENERAL LOCATION:

S.W. Hall Blvd - S.W. Oak St.

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change
See Below

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/23/80 I approve the revised Preliminary Engineering Costs to a TEC of $91,525 Federal Funds $78,505.

(Increase TEC $13,025 FF $11,175)

DATE 10/30/80

SIGNATURE OF APPROVING OFFICIAL G K Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-787

9085

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE: 4/18/80

BILLING REQ. NO.: CA 6856

YOUR ORDER NO.:

CREDIT DISTRIBUTION:

BILL TO: Code: WASHINC

State Treas- Local Govt Pool
100 Capitol Bldg
Salem OR 97310

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

QUANTITY:

UNIT PRICE:

TOTAL PRICE:

Advance deposit on SW Hall Blvd - SW Oak St. (1X-9207(2)) Washington Co. requests transfer to Local Govt Investment Pool.

Please give Cks to Jan

Inv. 2585

Advance Deposit Amount $ 9300.00

Advance Deposit Previously Transferred to Highway Fund $ -

Balance $ 9300.00

Transfer to Highway Fund $

Refund Due $ 9300.00

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due $

Submitted by: J Peterson

Approved: V. E. [illegible]

Form 734-1191 (Rev 1-73)

SP*35736-734

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-86	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/5/80	Oregon County Washington Project No. IX-9207(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Hall Blvd. - S.W. Oak St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	0.849

OTHER *(Specify)*

FUNDS Pro Rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,011,048.00	$ 859,350.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

6 - Files

Oregon State Highway Division
Salem, Oregon, December 20, 1980

Federal Aid Project
No. IX-9207 (2)

S.W. Hall Blvd. - S.W. Oak St. Section
S.W. Greenburg Road (FAU 9207)
Washington County

Project agreement estimate.

Type Code 6201
Roadway (Sta. 78+15 thru EQ. Sta. 116+04.11 to Sta. "GB"
16+04.23 to Sta. "GB" 23+00

Mobilization	All Required		$ 7,195.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	700 Sq.Ft.	12.65	8,855.00
Temporary Barricades	34 Each	115.00	3,910.00
Temporary Traffic Signal Installation	All Required		23,000.00
Flagmen	600 Hour	21.00	12,600.00
Clearing and Grubbing	All Required		2,500.00
Removal of Structures and Obstructions	All Required		4,000.00
Ditch Excavation	100 Cu.Yd.	3.60	360.00
General Excavation	5,125 Cu.Yd	5.50	28,187.50
Trench Excavation	1,065 Cu.Yd.	5.50	5,857.50
Finishing Roadbed and Slopes	All Required		8,000.00
Watering	75 M-Gal	16.00	1,200.00
Bituminous Base Mixture	7,250 Ton	19.40	140,650.00
Asphalt in Bituminous Base Mixture	400 Ton	165.00	66,000.00
Aggregate Base	4,400 Ton	7.00	30,800.00
Class "B" Asphalt Concrete	2,800 Ton	30.00	84,000.00
Asphalt in Tack Coat	11 Ton	325.00	3,575.00
12-inch Culvert Pipe	124 Lin.Ft.	13.50	1,674.00
8-inch Sewer Pipe	104 Lin.Ft.	11.00	1,144.00
10-inch Sewer Pipe	166 Lin.Ft.	12.00	1,992.00
12-inch Sewer Pipe	2,578 Lin.Ft	13.50	34,803.00
15-inch Sewer Pipe	258 Lin.Ft.	24.00	6,192.00
18-inch Sewer Pipe	638 Lin.Ft.	25.00	15,950.00
[illegible] Pipe Under Pavement	314 Lin.Ft.	12.00	3,768.00
[illegible]	5 Each	1,140.00	[illegible]
[illegible]	1 Each	650.00	[illegible]
Concrete Inlets, Type CG-1	23 Each	700.00	16,100.00
Guard Rail, Type 2A	900 Lin.Ft.	15.40	13,860.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	1 Each	[illegible]	[illegible]
[illegible]	[illegible]	15.50	[illegible]
[illegible]	[illegible] Ton	[illegible]	[illegible]

Oregon State Highway Division
Salem, Oregon, December 20, 1980

Federal Aid Project
No. IX-9207 (2)

Concrete Driveways	350 Sq.Yd	26.50	9,275.00
Concrete Curbs	6,400 Lin.Ft.	7.00	44,800.00
Extra for Asphalt Approaches	26 Each	135.00	3,510.00
Delineators	18 Each	24.00	432.00
Roadside Seeding and Mulching	1 Acre	1,100.00	1,100.00
Removal of Existing Sign Installation	All Required		330.00
Wood Sign Posts	All Required		8,800.00
Type "C" and "D" Signs in Place	216 Sq.Ft.	11.00	2,376.00
Type "U" Signs in Place	14 Sq.Ft.	17.50	245.00
Type "EE" Signs in Place	6 Sq.Ft.	12.00	72.00
Type "T" Signs in Place	120 Sq.Ft.	12.00	1,440.00
Move, Modify and Reinstall Existing Signs	All Required		660.00
			$658,803.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 5,000.00
Temporary Pavement Striping	All Required	1,700.00
Remove Pavement Striping (Exist. & Temp.)	All Required	300.00
Temporary Erosion Control	All Required	1,000.00
On the Job Trainee (one at $800)	All Required	800.00
		$ 8,800.00
	Subtotal	$667,603.00
	Engineering	90,126.00
	Total	$757,729.00

Type Code Y031
Traffic Signal

Traffic Signal Installation, Complete (69.614%)	All Required	$ 93,979.00
Fire Pre-emption System, Complete	All Required	10,000.00
	Subtotal	$103,979.00
	Engineering	11,685.00
	Engineering (Sig. Cont. Testing)	[illegible]
	Total	$118,916.00

Length of Project . . . . [illegible] mi.
Cost of Highway Per Mile [illegible]

Oregon State Highway Division
Salem, Oregon, December , 1980

Federal Aid Project
No. IX-9207 (2)

Work Retained in Program Status
(not included in amounts below)

Move 2 Luminaires	All Required	$200.00

Summary of Funds (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$757,729	$644,069	$68,196	$45,464
Traffic Signals	118,016	100,313	10,622	7,081
Total	$875,745	$744,382	$78,818	$52,545
Reserve	135,303	114,968	12,201	8,134
	$1,011,048	$859,350	$91,019	$60,679

Group 1 89%; Group 8 5%; Group 9 6%
Contract No. 9085
Prefix 234-1042
Prefix 234-1956

S.W. Hall Blvd. - S.W. Oak St.
(Nonparticipating - State Work)

Setting Mailbox Posts	8 Each	35.00	$ 280.00
Traffic Signal Installation, Compleate (30.386%) (Signal at Maple Leaf Lane)	All Required		41,021.00
Subtotal			$41,301.00
Engineering			4,967.00
Engineering (Sig. Cont. Testing)			608.00
Total			$46,876.00

Anticipated Items

Furnished Mail Box Posts (4)	All Required		$ 120.00
Total			$46,996.00

1015

February 8, 1980

CON 4

Washington County
155 N. 1st Avenue, Room 418
Hillsboro, Oregon 97123

Attn: John Crockett
Director of Public Works

Gentlemen:

On January 31, 1980 a satisfactory bid was received from [illegible] McMillen Const. Co., [illegible] S.W. Murray Blvd., Beaverton, Oregon [illegible] for construction on S.W. Hall Blvd.-S.W. Oak Street Section, FAU [illegible]. The advance deposit based on the anticipated construction cost of their bid is as follows:

		Maple Leaf Lane Signal
BID TOTAL	$753,[illegible].00	$41,512.00
Permanent Pavement Striping	$ 3,000.00	
Temporary Pavement Striping	1,700.00	
Remove Pavement Striping (Maint. & Eq.)	[illegible]	
Temporary Erosion Control	1,000.00	
On Job Trainees	[illegible]	
Signal Controller Testing (Engineering)	1,000.00	$ 920.00
Furnish Mail Box Posts (6)	120.00	
Move 2 Luminaires	200.00	
Fire Pre-emption Testing	[illegible]	
4 1/2% Contingencies	34,040.34	1,[illegible].99
9% Engineering	69,[illegible].78	3,773.97
ESTIMATED TOTAL COST	$878,761.[illegible]	$47,393.96

County's Advance Deposit:
5% of $878,75[illegible].04 = $[illegible],723.96
Plus $47,393.90 or say $100,200.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 22, 1980.

Please make your check for $100,200.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Dunn
Operation Programming Engineer

FFW:pf

bcc w/AD # 724: Jon Rose, Region M Federal Aid Engineer

Vern Skoog - Please return completed AD # 724
when check is received.

Bob Heard

February 1, 1980

CON 4

Washington County
150 N. 1st Avenue, Room 418
Hillsboro, Oregon 97123

Attn: John Crockett
Director of Public Works

Gentlemen:

On January 31, 1980 a satisfactory bid was received from C. W. McCallen Const., Co., 8475 S.W. Murray Blvd., Beaverton, Oregon 97005 for construction on S.W. Hall Blvd.-S.W. Oak Street Section, FAU 9207. The advance deposit based on the anticipated construction cost of their bid is as follows:

BID ITEMS	$804,083.00	Maple Leaf Lane Signal 41,013
Permanent Pavement Striping	$ 5,000.00	
Temporary Pavement Striping	1,700.00	
Remove Pavement Striping (Exist. & Temp.)	300.00	
Temporary Erosion Control	1,000.00	
On the Job Trainees	800.00	
Signal Controller Testing (Engineering)	2,000.00	920
Furnish Mail Box Posts (4)	120.00	
Move 2 Luminaires	200.00	
Fire Pre-emption Testing	960.00	
4 1/2% Contingencies	36,727.33	1886.99
9% Engineering	73,454.67	3773.97
ESTIMATED TOTAL COST	$926,345.00	47,593.96

County's Advance Deposit: 52,725.00
6% of $926,345.00 = $55,580.00 or say $ 55,500.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 22, 1980.

Please make your check for $55,500.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FRH:pf

bcc w/AD # 724: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 724 when check is received.

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-9207(2)
STATE PROJECT NO.: See below
COUNTY NAME: Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:
ITEM NO.: 71421

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 5 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED: 7-13-79
DATE AUTHORIZATION EFFECTIVE: 1-30-80
FEDERAL ROUTE NUMBER: FAU 9207
STATE ROUTE NUMBER: County Road

GENERAL LOCATION:
SW Hall Blvd - SW Oak St. Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Program Change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-6-79, I approve the revised construction costs to a TEC of $1,011,048 with Federal participation limited to $859,350.

(Increase TEC $129,548 - F.F. $110,115 advice dated 1-25-80.)

DATE: 1-30-80
SIGNATURE OF APPROVING OFFICIAL:
TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-858

B

HIGHWAY DIVISION - ODOT 378-6516

F I L E

January 25, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
January 31, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 31, 1980 on the following projects:

1. Port Orford Rock Production
   Oregon Coast Highway, Curry County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Hill Road-Vista Lane
   Thiessen Road, Clackamas County
   Grading and Paving

   Curve realignment. Project length 350 feet, matching pavement width 22 feet. Two 12-foot lanes with variable shoulders 0-10 feet within project limits.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. So. Umpqua River (Shady) Bridge, Northbound
   Pacific Highway, Douglas County
   Structures

   Deck Repair.

   Same as No. 1.

4. Port of Entry (Farewell Bend)
   Old Oregon Trail Highway, Malheur County
   Building

   Same as No. 1.

5. E. Fremont Intchge-S.W. Corbett U'xing and Stadium Freeway
   Pacific Highway and Stadium Freeway, Multnomah County
   Signing

   Same as No. 1.

6. Nyberg Creek Bridge (Tualatin)
   S.W. 65th Avenue, Washington and Clackamas Counties
   Structure

   Four-foot shoulders provided on approached and structure. Also six-foot sidewalks with ramps on structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Scholls Highway @ Allen Boulevard (Beaverton)
   Scholls Highway, Washington County
   Signals

   A seven-foot independent bikeway path to be constructed on this project.

8. S.W. Hall Boulevard-S.W. Oak Street
   S.W. Greenburg Road, Washington County
   Grading, Paving and Signals

   6.5-foot sidewalks to be constructed for bicycle and pedestrian use.

9. N.E. Hancock Street-S.E. Yamhill Street
   East Portland Freeway, Multnomah County
   Grading, Paving and Signals

   Project involves some bikeway and sidewalk construction. Major portion of independent bike path will be constructed on later contract.

10. Multnomah County Operations and Maintenance Facility
    Multnomah County
    Grading and Drainage

    Same as No. 1.

RPS:gc

cc: F. B. Klaboe
E. S. Hunter
D. C. Talbot
L. E. George
F. E. Terpin
George Bell

Interstate Transfer Funds approved 1-24-80

X-9699(2)	99th @ Stark	Const.	$106,505 -
X-9-3(8)	N. Tigard - Beef Bend Rd.	Const.	107,100 -
X-9926(4)	Basin Ave - Going St.	Const.	49,300 -
X-[illegible]00C(14)	CBD Signals	Const.	771,500 -
X-27-2(5)	Beaverton/Tigard Hwy Interch.	P.E.	250,000 -
X-9064(2)	S.W. 185th Ave - Hall Blvd.	P.E.	49,300 -
X-M-000C(15)	Computer Control Expansion	Const	43,477 -
X-9207(2)	S.W. Hall - Oak St.	Const	110,115 -
			$1,487,297 -

Salem

X-1705(3)	Division St - Trade St.	Const	4,360,500 -
X-1705(4)	Trade St @ High & Church	P.E.	12,920 -
			$ 4,373,420 -

Total $ 5,860,717 -

Information on above received
from Glen Grey by phone at
approx 1:30 PM January 30, 1980.

C. Lamp

Section S.W. Hall Blvd. S.W. Oak St. Programmi Estimate $

Highway FAU 9207 (S.W. Greenburg Rd.) Project Length 0.89 mi.

County Washington Completion Time 250 CWD

Kind of Work Grading, Paving & Signals Est. Comp. Date Nov. 5, '80

Prefix 234-1956 Letting Date Jan. 24, '80 Project No. IX-9207(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 846,094 50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	5,000	
Temporary Pavement Striping	1,700	
Remove Pavement Striping (Exist. & Temp.)	300	
Temporary Erosion Control	1,000	
State Furnished		
Roadside Seeding & Mulching		$ 12,080 00
Asphalt Cement Adjustment		
On the Job Trainees	800	
State Responsibility for Damages		
Signal Controller Testing (Engineering)	2,000	
Bikeway Signs		
Furnish Mailbox Posts (4)	120	
~~Adjust Utilities:~~		
Move 2 luminaires	200	
Fire Pre-emption Testing	960	
Subtotal		$ 858,174 50
Contingencies (4-1/2%)		38,617 85
Engineering (8, [✓ 9], 10%)		77,235 71
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 974,028 06

REC'D 12-5-79

APPROVED

cc: Max Klotz

Signal at Maple Leaf Lane
controller testing
E & C

47,662
920
6,559
55,141

- 55,141
918,887 06
vs.
862,000 [illegible]
57,[illegible]

LIMIT AUTH TOT. #881,500

Road Design Engineer

Rev. 5/79

GON STATE HIGHWAY DIVISION
~~SUMMARY~~—~~BID-SCHEDULE~~--COST ESTIMATE

Sheet 1 of 3
Date Nov. 29, '79

ection S. W. Hall Blvd. - S.W. Oak St.
County Washington
ind Of Work Grading, Paving, Signals
Length 0.89 mi.
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	63,000.-
	Temporary Protection and Direction of Traffic		All	All	-	5,830
	Temporary Signs		Sq. Ft.	700	8.-	5,600.-
	Temporary Barricades		Each	34	125.-	4,250.-
	Temporary Traffic Signal Installation		All	All	-	15,200.-
	Flagmen		Hour	600	22.00	13,200.00
	ROADWORK					
	Clearing and Grubbing		All	All	—	15,000.00
	Removal of Structures and Obstructions		All	All	—	12,000.00
	Ditch Excavation		Cu. Yd.	100	8.00	8[illegible]
	General Excavation		Cu. Yd.	5,125	[illegible].50	43,562.50
	Trench Excavation		Cu. Yd.	1,065	10.00	10,650.00
	Finishing Roadbed and Slopes		All	All	—	1,500.00
	Watering		M-Gal	75	15.00	1,125.00
	Bituminous Base Mixture		Ton	7,250	16.00	116,000
	Asphalt in Bituminous Base Mixture		Ton	400	165.00	66,000

GON STATE HIGHWAY DIVISION

-SUMMARY--BID-SCHEDULE--COST ESTIMATE

Sheet 2 of 3

Date Nov. 29, '79

ection S.W. Hall Blvd. - S.W. Oak St.

County Washington

ind Of Work Grading, Paving, Signals

Length 0.89 mi.

Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Aggregate Base		Ton	4,400	8^{00}	$35,200^{00}$
	Class "B" Asphalt Concrete		Ton	2,800	24^{00}	$67,200^{00}$
	Asphalt in Tack Coat		Ton	11	250^{00}	$2,750^{00}$
	12-inch Culvert Pipe		Lin. Ft.	124	12^{50}	$1,550^{00}$
	8-inch Sewer Pipe		Lin. Ft.	104	9^{50}	988^{00}
	10-inch Sewer Pipe		Lin. Ft.	166	10^{50}	$1,743^{00}$
	12-inch Sewer Pipe		Lin. Ft.	2,578	13^{00}	$33,514^{00}$
	15-inch Sewer Pipe		Lin. Ft.	258	16^{00}	$4,128^{00}$
	18-inch Sewer Pipe		Lin. Ft.	638	18^{50}	$11,803^{00}$
	Extra for Pipe Under Pavement		Lin. Ft.	314	12^{00}	$3,768^{00}$
	Concrete Manholes		Each	5	1200^{00}	$6,000^{00}$
	Concrete Inlets, Type G-1		Each	1	450^{00}	450^{00}
	Concrete Inlets, Type CG-1		Each	23	400^{00}	$9,200^{00}$
	Guard Rail, Type 2A		Lin. Ft.	900	10^{00}	$9,000^{00}$
	Guard Rail Anchors, Type 1		Each	4	300^{00}	$1,200^{00}$
	Guard Rail Anchors, Type 2		Each	1	350^{00}	350^{00}
	Rail End Pieces, Type A		Each	1	95^{00}	95^{00}
	Rail End Pieces, Type C		Each	4	160^{00}	640^{00}
	Concrete Walks		Sq. Yd.	2,750	14^{50}	$39,875^{00}$
	Sidewalk Ramps		Each	9	200^{00}	$1,800^{00}$
	Concrete Driveways		Sq. Yd.	350	20^{00}	$7,000^{00}$

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Nov. 29, '79

ection S.W. Hall Blvd. - S.W. Oak St.
County Washington
ind Of Work Grading, Paving, Signals
Length 0.89 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Concrete Curbs, Type "A"		Lin. Ft.	6,400	8.00	51200.00
Extra for Asphalt Approaches		Each	26	200.00	5200.00
Delineators		Each	18	22.00	396.00
Roadside Seeding and Mulching		Acre	1	1,000-	1,000-
Setting Mailbox Posts		Each	8	75.00	600.00
SIGNING					
Removal of Existing Sign Installations		All	All	-	250-
Wood Sign Posts		All	All	-	2,700-
Type "C" and "D" Signs in Place		Sq. Ft.	216	9-	1,944
Type "U" Signs in Place		Sq. Ft.	14	14-	196-
Type "EE" Signs in Place		Sq. Ft.	6	12-	72-
Type "T" Signs in Place		Sq. Ft.	120	12-	1,440
Move, Modify and Reinstall Existing Signs		All	All	-	900-
TRAFFIC SIGNALS					
Traffic Signal Installation, Complete		All	All	-	~~157,100~~
Fire Pre-emption System, Complete				-	8,380-

9085 1-21-80 B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9207(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71421

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FAU 9207
7-13-79	1-3-80	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:
S.W. Hall Boulevard - S.W. Oak Street

GENERAL DESCRIPTION OF WORK:
Revised PS&E

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Perm. Pave. Striping	$5,000
Temp. Pave. Striping	1,700
Remove Striping	300
Temporary Erosion Control	1,000
On the Job Training	800

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $887,294 - Federal Funds $749,235.

A signed copy of the Revised Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-21-80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-918

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/19/79
Donald L. Rout

12-20-79
~~11-15-79~~
~~September 20, '78~~ Bid Letting ______________ All Clear Deadline

SECTION SW Hall Blvd.-SE Oak St.
Highway
County Washington Region 1
Type of Work G-P-Signals-Sig Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration		☒			☒
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

[illegible] [illegible]

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/19/79
Donald L Rout

12-20-79
~~11-15-79~~
~~September 20, '78~~ Bid Letting ______________ All Clear Deadline

SECTION SW Hall Blvd.-SE Oak St.
Highway
County Washington Region 1
Type of Work G-P-Signals-Sig Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☐	☒	☐	☐	☒
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☐	☒	☐	☐	☒

9207

234-1956

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8231
DEPT. TELEPHONE

TO: D. H. MOEHRING Attn: Gary Zehner
Ass't. State Highway Engineer

DATE: December 14, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: S.W. Hall-S.W. Oak
Greenburg Road
Washington County
Prefix 234-1956

Attached is a copy of the letter from Washington County approving the latest cost estimate plus 10% for this project and requesting we proceed with the bid letting.

We will respond to his last paragraph concerning the Washington Square traffic signal.

pq

Attachment

cc Don Adams
Earl Purdy
Bob Heard

[illegible] 14 [illegible]

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

December 10, 1979

Bob Heard
Project Coordinator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Greenburg Road

Dear Bob:

According to our telephone conversation of December 5, 1979, the latest construction estimate for this project is now $919,000 for the road construction and $55,000 for Washington Square's traffic signal, bringing the total now to $974,000. Due to the delays in getting this project to construction, I have anticipated another increase in the construction costs.

As we feel this project is worthy of construction and has been around for quite some time, we do not want to see the project stopped. We therefore are giving you the authority to let this contract for bid based on the lates construction estimates. If the bids received are over 10 percent greater than the construction estimate, we will need to review those bids before proceeding any further. Please let us know as soon as the bids are open so that we can start the procedure for shifting funds from one of our other projects to cover the cost increases for this project.

I do have a concern about the $55,000 for the Washington Square traffic signal. It was my understanding that the signal at Hall and Greenburg was to be moved to Washington Square entrance and this cost seems to be excessive for just moving the traffic signal. Please check into these costs and let me know if they are accurate.

Very truly yours,

Michael A. [illegible]
Project Development Engineer

MAB:ja

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 734

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9207 (-)
Project Name S.W. Hall Blvd. - S.W. Oak St.
S.W. Greenburg Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 11th day of December, 1979

County of WASHINGTON

79-687
DATE 12-11-79
BY

Miller M. Duris
~~County Judge~~/Chairman
Miller M. Duris

~~Commissioner~~

~~Commissioner~~

Certified By:

Regional Right-of-Way Supervisor
Date 12-14-79

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

NOTED
F. C. LOWE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

December 6, 1979

G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

D. E. Swan
Operation Programming Engineer

Additional IX Funds for
Item No. 71421
Project No. IX-9207(2)
S.W. Hall Blvd.-S.W. Oak St. Sec.
Greenburg Road (FAU 9207)
Multnomah County

I request additional Interstate Substitution General Funds financing for the subject project based on the fact that the latest PS&E estimate exceeds the funds requested previously. Approval of this request will involve additional estimated total cost of $129,548 and allotment of $110,115 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	CITY
Present	$ 1,011,048	$ 859,350	$ 151,698
Original	881,500	749,235	132,265
Difference	$ 129,548	$ 110,115	$ 19,433

JLG:sr

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

Form 734-3122

4085

B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9207(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 71421

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 -'79
REFER TO
[illegible]
FOR
Info | [illegible] | R/D | D/S | Sign | Act | File

12-5

DATE PS&E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 11-30-79

FEDERAL ROUTE NUMBER FAU 9207

STATE ROUTE NUMBER County Road

GENERAL LOCATION: S. W. Hall Blvd. - S. W. Oak Street

GENERAL DESCRIPTION OF WORK: Revised PS&E Estimate

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9-6-79 I approve the revised PS&E Estimate to a TEC of $881,500 Federal Funds limited to $749,235.

(Increase TEC $130,500 - Federal Funds $110,885 Advice No. 823-10-0-01 dated 11-30-79.)

DATE 11-30-79

SIGNATURE OF APPROVING OFFICIAL G K Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978—721-018

Planning File No. ____

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

TO Actg 11-14-80

Section SW Oak - SW Hall

Highway Greenburg Rd. FAU 9207

County Washington #34

Date October 8, 1979

Authorization No. 3

Survey Prefix 234-1956 (Assigned by Salem office)

Description of termini, route, length, etc.: Northerly end of survey is at the intersection of Hall Blvd. and Oleson Road; the southerly end of the survey is at the intersection of S.W. Oak St. The overall length is 0.6 miles.

Project proposes: 66' curb section from Hwy. 217 Intchge. to S.W. Locust St.; 40' section within the existing 60' right-of-way along the cemetery; 64' section from Washington Square access to Hall Blvd.

Purpose of Survey:

Complete field survey; prepare plans, specifications, and estimate.

M-9207(1)
10-30-80

Estimate of cost:

Category 3 Project
CRAG TIP Page 7
FAUS

Estimate of Cost

Field Survey	(901)	35,000
Citizen Participation	(902)	2,000
City of County	(903)	
Consultant	(904)	
Final Design	(905)	13,000
Bridge Design	(906)	
Preliminary Design	(907)	200
R/W Description	(909)	7,100
Soils & Geology	(910)	900
Traffic	(911)	9,500
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	450
Photogrammetry	(916)	150
Location Studies	(918)	200
Engr. Graphics	(919)	
Project Management	(920)	500
Specifications	(921)	1,700
Admin. Services	(922)	100
Environmental	(923)	16,500
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	1,100
Hearings	(980)	1,200
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$90,000
Previous authorization	69,000
Additional authorization requested	21,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Curtis H Duval

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

SP-[illegible]

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

G

RECEIVED
NOV 17
ADP-KEY PUNCH

COST ACCOUNTING
FOR
SURVEY AUTHORITY

Project Management

Prefix 2341956

Project Type

Description

Region #

Highway #

County #

MAJOR CLASS: Federal ____ State ____ Maintenance ____ ORS ____

AUTHORIZATION # 3

FUNCTION NUMBER DISTRIBUTION		ORIGINAL	REPLACEMENT	
Resident Engineer	901		35	000
Citizens involvement	902		2	000
Payment to local government	903			
Consultant fees	904			
Final Design	905		13	000
Bridge Design	906			
Preliminary Design	907			200
Field testing section (construction)	908			
Right of way descriptions	909		7	100
Soils and geology	910			900
Signing (traffic department)	911		9	500
Landscape department	912			
Right of way - liaison & relocation	913			300
Utility liaison	914			450
Audits by Accounting Section	915			
Photogrammetry	916			150
Inventory needs	917			
Reconnaissance and Hydrology	918			200
Engineering graphics	919			
Project Management	920			500
Specifications	921		1	700
Administrative Services-engineering	922			100
Environmental Section	923		16	500
Department of Transportation	924			
Air Monitoring	925			
Foundation investigation	926			
Training courses, conferences & seminars	950		1	100
Employee relocation assistance program	955			
Personal leave	960			
Historical sites inventory	975			
Public hearing charges	980		1	200
EEO monitoring expense	985			
"Non-State" employees travel	986			
TOTAL			90,000	

REVISIONS:

Description ____

Flag No Further Chg. (11 Punch) ____

Remove Flag (0 Punch) ____

Change Prefix ____ From ____ To ____

DATE: 11/14/80

Signature:

DOC 9-8-79

Plans are being revised eliminating the walk & R/W from furniture Co.

I cleared it with Hossner & Versteeg. We have copy of this letter in job file. R/W being cancelled also.

DMS

NOTED
D. O. Christensen

234-1956 Wash. Co.

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: J. H. Versteeg
Design Engineer, Salem

DATE: September 25, 1979

FROM: James D. McClure
Project Development Engineer

SUBJECT: S.W. Hall Boulevard-S.W. Oak Street Section
Greenburg Road
Washington County

Washington County has re-evaluated the need for a sidewalk along the west side of Greenburg Road, between Canyon Furniture and the "WSN" line. This frontage is owned by Washington Square, and as development occurs sidewalks will be required in conjunction with the future development. The sidewalk, as designed, is to remain from the intersection of Hall Boulevard to the east property line of Canyon Furniture.

The elimination of the sidewalk has been reviewed with Wally Bryant, FHWA, and he concurs with the change.

I have discussed the second alternative recommendation with Mike Borresen. The recommendation is contained in the attached letter from Washington County and concerns the need to include a portion of sidewalk along Hall Boulevard in the area of the new added lane and curb construction. Borresen is agreeable to the permanent concrete sidewalk, in lieu of the temporary A.C. path suggested in his letter. This sidewalk, shown on the attached sketch, will be extended by the developer in the future as a condition of their development.

Please proceed with the necessary revisions to the construction plans as outlined. I will advise Ken Rolfe, Region I Right-of-Way Supervisor, of the change, which should clear the right-of-way for the project.

JDM:PE

Attachments

cc: Mike Borresen
D. R. Adams
M. J. Klotz
Ken Rolfe
Bob Heard
Wally Bryant

1 Versteeg ✓
Anderson
2 Christensen
Olson
4 Sullivan
Terpin
Trout
3 Wakerlig

RECEIVED
SEP 26 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

234-1956
(120)

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

September 18, 1979

MA PDM PDE TSE SPC
ODOT - METRO
SEP 19 1979
AM PPS ely FILE T/A

Don Adams
Project Development Manager
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Greenburg Road: Hall Blvd. to Oak Street

Dear Don:

Upon reviewing the project plans, it seems there is no need for the sidewalk on the west side between Hall Blvd. and the entrance to Washington Square ("WSN" line). At this time, the only developed property is the Canyon Furniture store. Since there is no sidewalk in front of the cemetery, the only purpose for a walk on the west side would be for access to Washington Square. At such time the Square develops in that area, they can be required to construct the walk if it is necessary to have one.

As this sidewalk does not seem to be cost effective at this time, I recommend one of two alteratives:

1. Eliminate the sidewalk on the west side between Hall Blvd. and the "WSN" line except for 100 feet at the Hall intersection to provide access to the signal and the Canyon Furniture store property.
2. If it is necessary to provide access to Washington Square, construct an A.C. path on the south side of Hall Blvd. to their first entrance. This would be less expensive and is the most direct access to the Square.

OK - phone call to Bryant 9/21/79

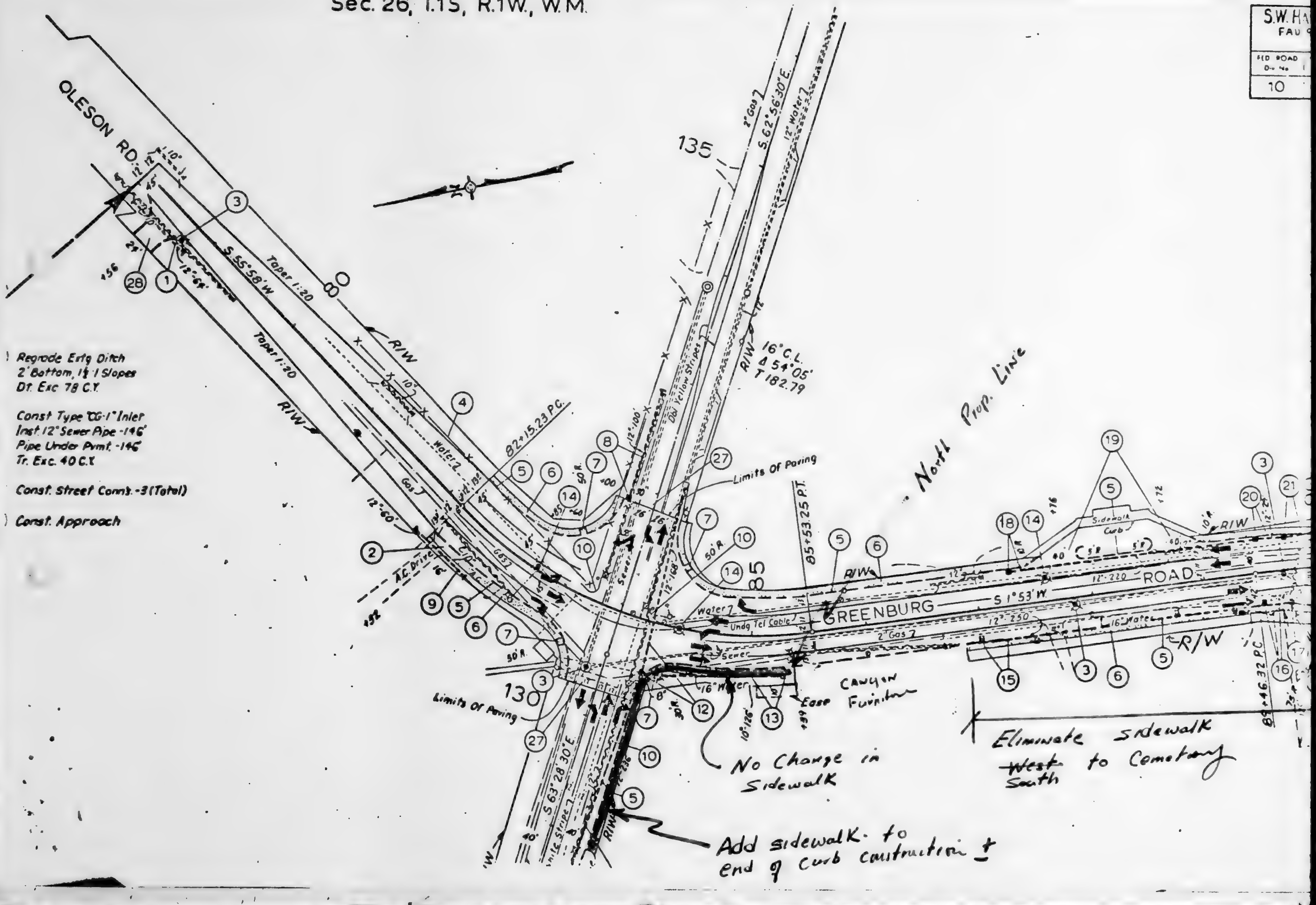
-Change to Conc. in area of new curb const.
OK Mike Borresen by phone 9/20

As this project is scheduled for bid letting on November 15, 1979, please let me know as soon as possible.

Very truly yours,

Michael A. Borresen
Michael A. Borresen
Project Development Engineer

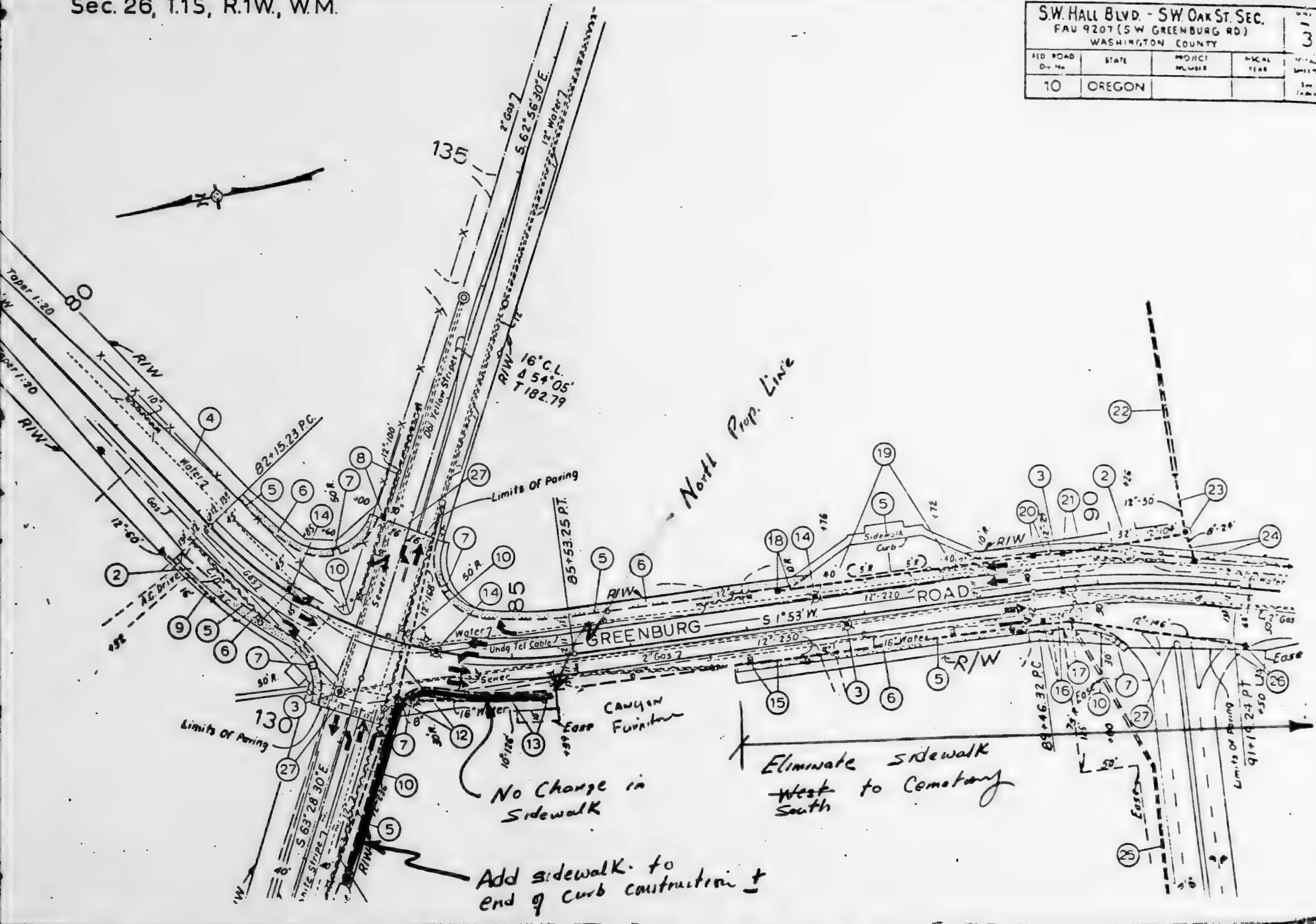
MAB:ja


Sec. 26, T.1S, R.1W., W.M.
OLESON RD.
S.55°58'W
Taper 1:20
Taper 1:20
R/W
R/W
80
135
130
85
S.62°56'30"E.
2" Gas
12" Water
Dbl Yellow Stripes
16° C.L.
Δ 54°05'
T 182.79
82+15.23 P.C.
85+53.25 P.T.
89+46.32 P.C.
Water
Gas
Sewer
Undg Tel Cable
16" Water
S 1°53' W.
S 63°28'30"E.
White Stripe
GREENBURG ROAD
Limits Of Paving
Limits Of Paving
A.C. Drive
50'R.
Sidewalk
Curb
North Prop. Line
Regrade Extg Ditch
2' Bottom, 1½:1 Slopes
Dt. Exc 78 C.Y.
Const Type "CG-1" Inlet
Inst. 12" Sewer Pipe -146'
Pipe Under Pvmt. -146'
Tr. Exc. 40 C.Y.
Const. Street Conns. -3 (Total)
Const. Approach
S.W. HA
FAU
FED ROAD DIV No
10
Canyon Furniture
Ease
No Change in Sidewalk
Eliminate sidewalk ~~West~~ South to Cemetary
Add sidewalk to end of curb construction ±

Sec. 26, T.1S, R.1W., W.M.

S.W. HALL BLVD. - S.W. OAK ST. SEC.
FAU 9207 (S W GREENBURG RD)
WASHINGTON COUNTY

FED ROAD DIV No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON			3


GREENBURG ROAD
S 1°53' W
S 63°28'30" E.
S. 62°56'30" E.
16° C.L.
Δ 54°05'
T 182.79
82+15.23 P.C.
85+53.25 P.T.
89+46.32 P.C.
91+19.24 PT
80
85
90
130
135
R/W
Limits Of Paving
Dbl Yellow Stripes
Taper 1:20
Water
Gas
Sewer
Undg Tel Cable
Sidewalk
Curb
Ease
A.C. Drive
North Prop. Line
No Change in Sidewalk
Canyon Furniture
Eliminate sidewalk ~~West~~ South to Cemetary
Add sidewalk to end of Curb construction ±

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Additional IX Funds
Item No. 71421
Project No. IX-9207(2)
S.W. Hall Blvd.-S.W. Oak St. Sec.
Greenburg Road (FAU 9207)
Multnomah County

We request additional Interstate Substitution General Funds financing for the subject project based on the fact that the latest PS&E estimate exceeds the funds requested previously. Approval of this request will involve additional estimated total cost of $130,500 and obligation of $110,885 in Federal Funds.

A tabulation of the amounts involved are as follows:

Request	TEC	FF	State/City
Present	$881,500	$749,235	$132,265
Original	751,000	638,350	112,650
Difference	$130,500	$110,885	$ 19,615

JLG:dmc
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Gary Zehner

9207

STATE OF OREGON **INTEROFFICE MEMO**

ODOT-METRO 238-8243
DEPT. TELEPHONE

TO: FILE

DATE: August 13, 1979

FROM: Bob Heard
BOB HEARD
Project Coordinator

SUBJECT: Greenburg Road
Contract Schedule Date

Gary Zehner called me this A.M. to find out the status of the R/W on subject project. He stated that he had been in contact with Max Klotz, who told him that the funding problem was resolved enough for the project to be advanced to bid letting.

I dialed Mike Borresen and in a three way conversation, (Mike, Gary & myself) discussed the R/W problem, Mike indicated that two property owners have not signed off as yet but said they would.

I told Mike that the job was scheduled for the Sept. 20, 1979 letting and if we were to meet that date, Ken Rolfe would have to have the R/W cleared 5 weeks prior (August 16, 1979).

Mike will talk to Tom Spear today and see if they can get the R/W issue resolved by the 14th or 15th, of August. He will get back to me and I will contact Ken Rolfe so that he may clear the R/W.

If the R/W issue is not resolved, the bid letting will be delayed another month.

cc: Adams, McClure, Klotz, Hardt, Rolfe, Zehner

P.S. Max Klotz called me this P.M. and said that Salem could not program the construction money until they had the MSD Board Resolution, committing the money, in their hands. This will not happen for two weeks. The project will have to be delayed until October, 1979. I informed Washington Co. of this development.

cc: Jack [illegible]

PROJECT MANAGEMENT BRANCH
ASHE [illegible] STE
PLE [illegible] PRE
AUG 14 1979
REFERRED TO ....
FOR ....
FILE: PM FA LG.

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

19-Jun-79

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

TRANSACTION #: 790619 3
PROJECT: SW GREENBURG RD - HALL TO OAK
FILE # : 4 92175
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

	**********PREVIOUS STATUS***********				******NEW STATUS*******	
	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	59,000	59,180	-180 0	6,320	6,140	65,~~320~~ 500
TOTAL	59,000	59,180	0	6,320	6,140	65,320

= $74,400 T.$.
(88%)

PROJECT: MSD REGION RESERVE FOR FAU PROJECTS
FILE # : 8130704

	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
RESERVE ACCOUNT	98,500	2,574	95,926	-6,320	89,606	92,180
TOTAL	98,500	2,574	95,926	-6,320	89,606	92,180

```
[][][][]
 92*11*     59586*12*      -586*10*     59180****          0       6140
130*62*    108000*60*      2574****          0      89606
```

```
                    METROPOLITAN SERVICE DISTRICT

                       TIP PROJECT ADJUSTMENT

                             19-Jun-79

              STATEMENT OF TRANSACTION IN FEDERAL DOLLARS


TRANSACTION #: 790619 4
PROJECT: SW GREENBURG RD-HALL TO OAK-CONSTRUCTION
FILE # : 56337175
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

**********PREVIOUS STATUS***********         ******NEW STATUS*******
                  LESS     UNOBLIGATED     THIS      UNOBLIGATED     PROJECT
      TOTAL    OBLIGATION    BALANCE    TRANSACTION    BALANCE        TOTAL
-------------------------------------------------------------------------------
CONSTRUCTION
    623,597         0        623,597       32,178      655,775       655,775
TOTAL
    623,597         0        623,597       32,178      655,775       655,775



PROJECT: CONTINGENCY FOR FAU PROJECTS
FILE # : 56350701

RESERVE ACCOUNT
    762,373         0        762,373      -32,178      730,195       730,195
TOTAL
    762,373         0        762,373      -32,178      730,195       730,195



[][][][]
337*32*    610000****            0    655775
350*62*    830000****            0    730195
```

Section S.W. Hall Blvd. - S.W. Oak St. Programming Estimate $ 975,000

Highway FAU 9207 (S.W. Greenburg Rd.) Project Length 0.89 mi.

County Washington Completion Time 250 CWD

Kind of Work Grading, Paving and Signals 9/25/80

Prefix 234-1956 FA Project No. IX-9207(2)

Sep. 20

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ ~~850,652.00~~ 799,452.00

Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	5,000	
✓ Temporary Pavement Striping	900	
✓ Remove Pavement Striping (Exist. & Temp.)	300	
✓ Temporary Erosion Control	2,000	
~~State Furnished~~ ~~Asphalt Cement Adjustment~~	~~15,000~~	$ 11,000.00
Install Water Meter		
Furnish Water		
Laboratory Fees		
✓ On the Job Trainees (one)	$800	
State Responsibility for Damages		
✓ Signal Controller Testing	1,880	
Bikeway Signs		
Furnish Mail Box Posts (4)	$120	
Adjust Utilities		
Misc. Permit Fees		
		$ ~~861,652.00~~ 810,452.00
Contingencies (4-1/2%)	36,470.37	~~38,774.34~~
Engineering (9%)	72,940.68	~~77,548.68~~
~~SUBTOTAL~~		$
Credit for		~~919,863.02~~
Estimated Net Authorization, Construction		$ ~~977,975.02~~

[illegible]-79

APPROVED

Road Design Engineer

REC'D 8-10-79

$865,100 approved by MSD says MOX.

Signal @ Maple Leaf Lane	$50,400 -
contrllr. testing	880 -
E & C	6,912 -
	58,192 -

by County (they will collect from Developer)

919,863.02
- 58,192
861,671.02

~~won't know til 8/23 or 8/24~~

OK if available on Mon.!

to [illegible] 5/16

OREGON STATE HIGHWAY DIVISION

SUN ~~Y--BID SCHEDU~~ --COST ESTIMATE

Sheet 1 of 3

Date May 2, '79

ection S.W. Hall Blvd. - S.W. Oak St.

County Washington

ind Of Work Grading, Paving and Signals

Length 0.89 mi.

Name Bricher

lo	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		All	All	-	60,000 ~~[illegible]~~
2	Temporary Protection and Direction of Traffic		All	All	-	5,830
3	Temporary Signs		Sq. Ft.	700	8-	5,600
4	Temporary Barricades		Each	34	125-	4,250-
5	Flagmen		Hour	600	19-	11,400
	Temporary Traffic Signal Installation		All	All		15,200
	ROADWORK					
6	Clearing and Grubbing		All	All	-	15,000-
7	Removal of Structures and Obstructions		All	All	-	12,000-
8	Ditch Excavation		Cu. Yd.	100	8-	800-
9	General Excavation		Cu. Yd.	4,940 ~~4,975~~	8.50	41,990-
10	Trench Excavation		Cu. Yd.	1,065	10-	10,650-
11	Finishing Roadbed and Slopes		All	All	-	4,500-
12	Watering		M-Gal	75	15-	1,125-
13	Bituminous Base Mixture		Ton	7,250	16-	116,000-
14	Asphalt ~~Cement~~ in Mixture		Ton	400 ~~580~~	118- ~~104~~	47,2[illegible] ~~[illegible]0,320~~

OREGON STATE HIGHWAY DIVISION
~~SUM~~ ~~Y--BID SCHEDU~~--COST ESTIMATE

Sheet 2 of 3
Date May 2, '79

Section S.W. Hall Blvd. - S.W. Oak St.
County Washington
Kind Of Work Grading, Paving and Signals
Length 0.89 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Aggregate Base		Ton	4,400	9-	39,600-
	Class "B" Asphalt Concrete		Ton	2,800	23^{50}	65,800-
	Asphalt ~~Mixture~~ in Tack Coat		Ton	6 ~~2,800~~	250- ~~16-~~	1,500- ~~44,800~~
	12-inch Culvert Pipe		Lin. Ft.	124	12^{50}	1,550-
	8-inch Sewer Pipe		Lin. Ft.	104	7^{50}	780-
	10-inch Sewer Pipe		Lin. Ft.	166	8^{50}	1,411-
	12-inch Sewer Pipe		Lin. Ft.	2,578 ~~2,702~~	13-	33,514- ~~35,126~~
	15-inch Sewer Pipe		Lin. Ft.	258	14-	3,612-
	18-inch Sewer Pipe		Lin. Ft.	638	16^{50}	10,527
	Extra for Pipe Under Pavement		Lin. Ft.	314	10-	3,140-
	Concrete Manholes		Each	5	1,200-	6,000-
	Concrete Inlets, Type CG-1		Each	24	400-	9,600-
	Guard Rail, Type 2A		Lin. Ft.	900	10-	9,000
	Guard Rail Anchors, Type 1		Each	4	300-	1,200-
	Guard Rail Anchors, Type 2		Each	1	375-	375-
	Rail End Pieces, Type A		Each	1	85-	85
	Rail End Pieces, Type C		Each	4	150-	600-
	Concrete Walks		Sq. Yd.	3,150	14-	44,100
	Sidewalk Ramps		Each	7	200-	1,400
	Concrete Driveways		Sq. Yd.	350	20-	7,000

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~-COST ESTIMATE

Sheet 3 of 3
Date May 2, '79

ection S.W. Hall Blvd. - S.W. Oak St.
County Washington
ind Of Work Grading, Paving and Signals
Length 0.87 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Concrete Curbs		Lin. Ft.	6,400	7^{50}	48,000-
Extra for Asphalt Approaches		Each	26	200-	5,200-
Delineators		Each	18	22-	396-
~~Adjusting Manholes~~		~~Each~~	~~11~~		
Setting Mailbox Posts		Each	8	75-	600-
Roadside Seeding and Mulching		Acre	1	1000-	1,000-
SIGNING					
Removal of Existing Sign Installations		All	All	-	250-
Wood Sign Posts		All	All	-	2,700-
Type "C" and "D" Signs in Place		Sq. Ft.	~~206~~ 203	9-	1,827-
Type "U" Signs in Place		Sq. Ft.	14	14-	196-
Type "EE" Signs in Place		Sq. Ft.	6	12-	72-
Type "T" Signs in Place		Sq. Ft.	120	12-	1,440
Move, Modify and Reinstall Existing Signs		All	All	-	900-
TRAFFIC SIGNALS					
Traffic Signal Installation, Complete		All	All	-	~~157,100~~
				w/o mobil.	144,532

B

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9207(2)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JUL 16'79
REFER TO
FOR

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71421

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED 7-13-79

DATE AUTHORIZATION EFFECTIVE 7-13-79

FEDERAL ROUTE NUMBER FAU 9207

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

S.W. Hall Blvd.-S.W. Oak St. Section

GENERAL DESCRIPTION OF WORK:

Grade, Drain, Pave and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 11, 1979, you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $751,000 - Federal Funds $638,350.

(Per advice dated July 5, 1979.)

DATE 7-13-79

SIGNATURE OF APPROVING OFFICIAL G K Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

3

July 3, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of June.

		Funds		
Project	Work	Federal	State	Local
1) SW Hall Blvd.-SW Oak St. Sec.	Const.	$ 638,350	$ 67,590	$ 45,060
2) N Main Ave.-Bull Run Rd. Sec.	Const.	1,477,200	156,420	104,280
3) Allen Blvd. Intchge Sec.	Const.	5,865,000	1,035,000	---
4) Hall Blvd. Channelization @ SPRR Xing Section	Const.	81,783	14,517	---

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of June.

Sincerely,

F. B. Klaboe
Director of Transportation

bc H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

JLG:dmc fn

Permit Number: 34-7918
NCIS No.: 34-7918
Issuance Date:
Page 1 of 3

PROPOSED

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Greenburg Road - Highway 217 to Southwest Hall

ISSUED TO:

Oregon Department of Transportation
412 Transportation Building
Salem, OR 97310

SOURCE SITE:	**County:**
Greenburg Road, Beaverton	Washington

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

William H. Young, Director Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon Department of Transportation is herewith permitted to construct and operate an indirect source with associated parking located at Greenburg Road, Beaverton, Oregon.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Southwest Greenburg Road between Highway 217 and Southwest Hall Boulevard.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The project shall be constructed as generally described in the Final Negative Declaration under the Build Alternative.

Notice of Construction

4. A notice of construction form, number NC-IS 34-7918 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

   a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith;

   b. Violation of any of the requirements, limitations, or conditions contained herein.

   c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

90

Wash. Co.

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

June 21, 1979
TELEPHONE

TO: D. O. Christenson
Final Design Engineer
Attn: Lyle Watson
DATE: June 21, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.W. Hall Blvd.-S.W. Oak Street Section
FAU 920 (Greenburg Road)
Washington Co.

Attached are two prints of the approved preliminary sign plans for the above named project.

L. E. George
L. E. George
Traffic Engineer

ELS:gm

Attachment

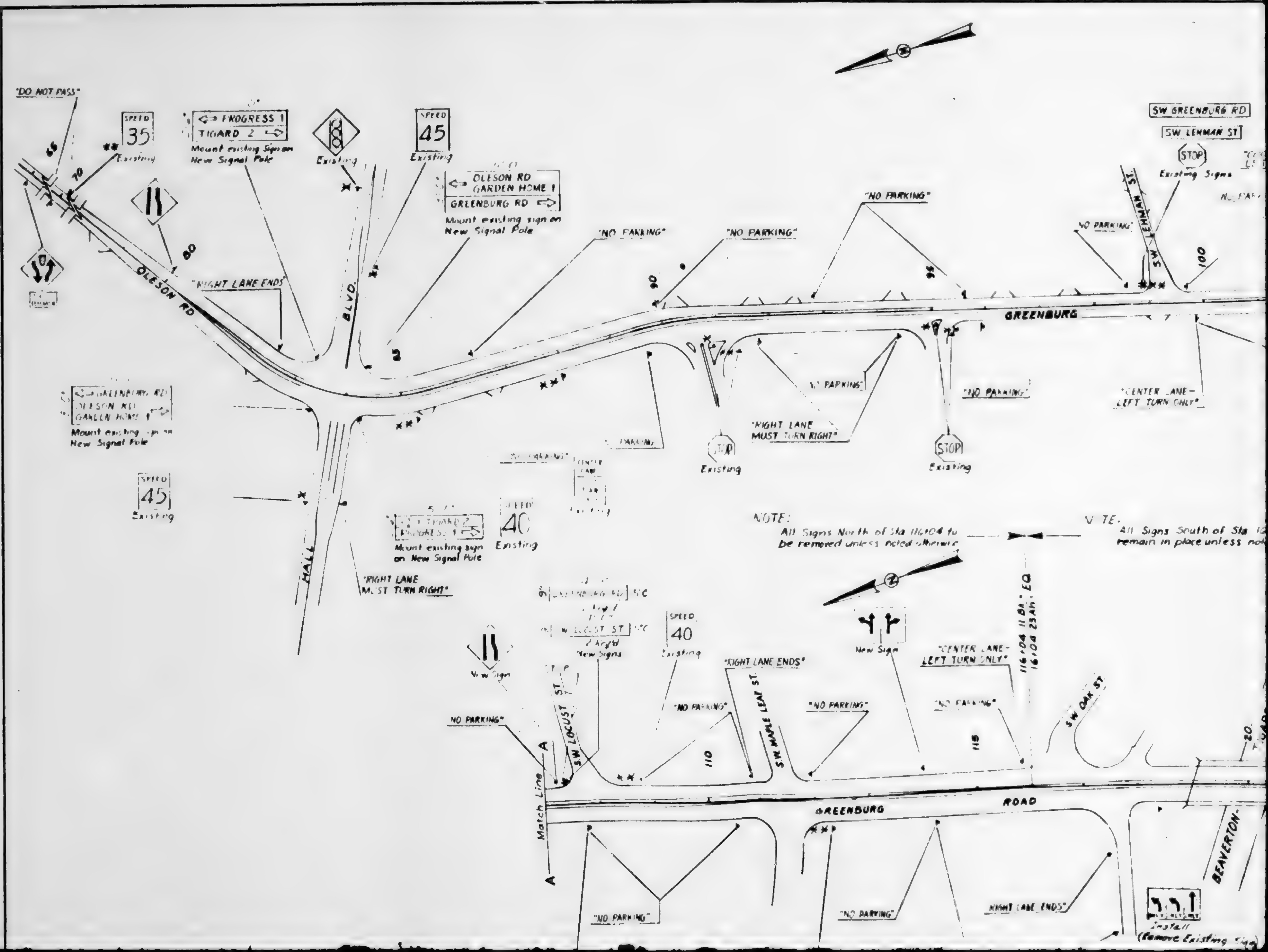
cc: E. L. Hardt w/att.
W. W. Geibel w/att.

2
1
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
✓ Christenson
Olson
Sullivan
Torpin
Wakeling

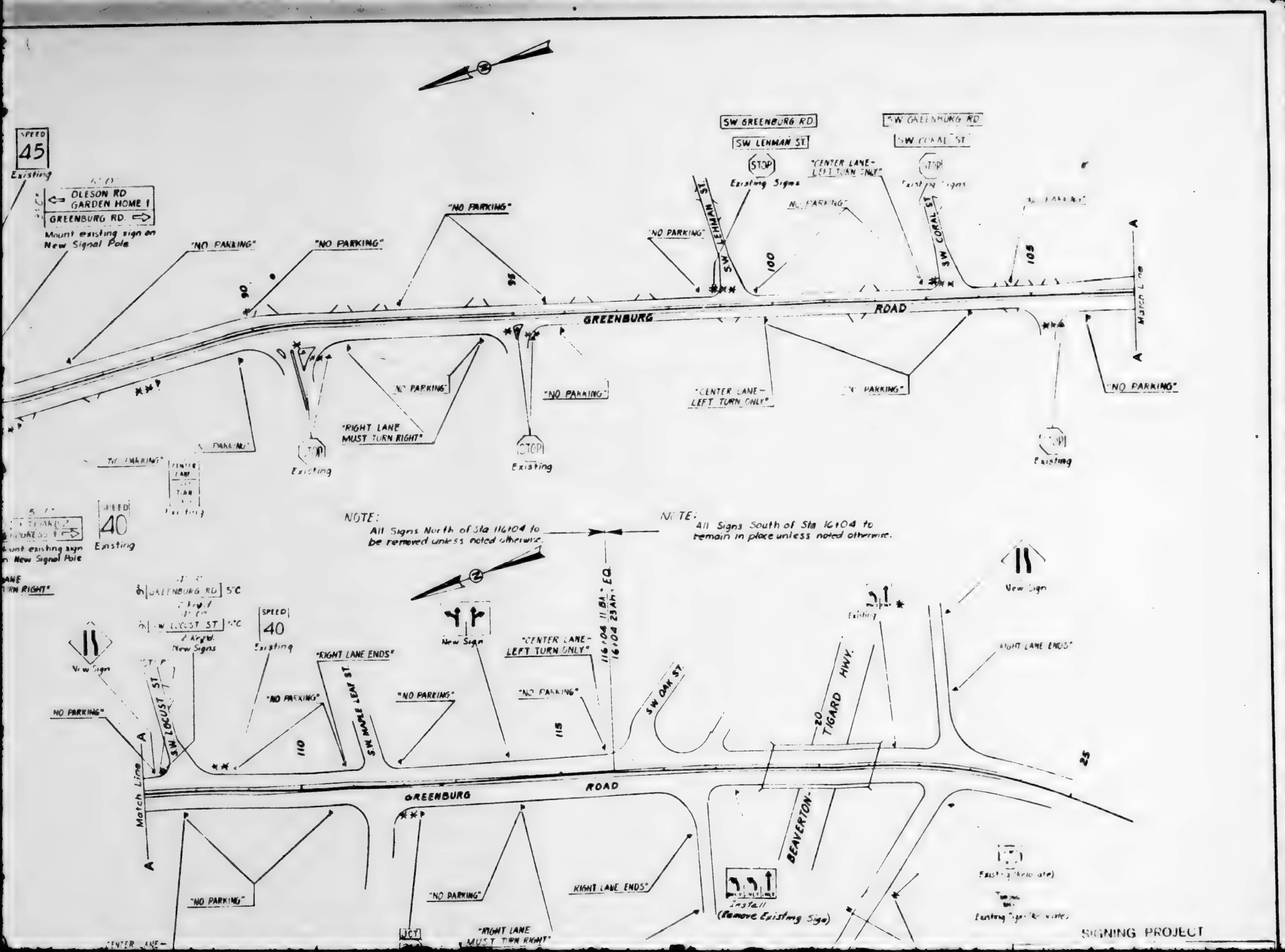
RECEIVED
JUN 22 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action


"DO NOT PASS"
SPEED 35
Existing
<=> PROGRESS 1
TIGARD 2 =>
Mount existing Sign on New Signal Pole
Existing
SPEED 45
Existing
<= OLESON RD
GARDEN HOME 1
GREENBURG RD =>
Mount existing sign on New Signal Pole
SW GREENBURG RD
SW LEHMAN ST
STOP
Existing Signs
SW LEHMAN ST
"NO PARKING"
"NO PARKING"
"NO PARKING"
"NO PARKING"
"NO PARKING"
65
70
80
85
90
95
100
OLESON RD
"RIGHT LANE ENDS"
BLVD.
GREENBURG
<=> GREENBURG RD
OLESON RD
GARDEN HOME 1 =>
Mount existing sign on New Signal Pole
SPEED 45
Existing
"NO PARKING"
"NO PARKING"
"RIGHT LANE MUST TURN RIGHT"
STOP
Existing
"NO PARKING"
STOP
Existing
"CENTER LANE-LEFT TURN ONLY"
"NO PARKING"
CENTER LANE
Existing
TIGARD 2
PROGRESS 1 =>
Mount existing sign on New Signal Pole
SPEED 40
Existing
HALL
"RIGHT LANE MUST TURN RIGHT"
GREENBURG RD
W LOCUST ST
New Signs
SPEED 40
Existing
New Sign
New Sign
"CENTER LANE-LEFT TURN ONLY"
116+04 11 BA= EQ
16+04 23 AH
"RIGHT LANE ENDS"
"NO PARKING"
"NO PARKING"
"NO PARKING"
NO PARKING"
SW LOCUST ST
110
SW MAPLE LEAF ST.
115
SW OAK ST
20
A
Match Line
A
GREENBURG
ROAD
"NO PARKING"
"NO PARKING"
"RIGHT LANE ENDS"
BEAVERTON-
Install
(Remove Existing Sign)

NOTE:
All Signs North of Sta 116+04 to be removed unless noted otherwise

NOTE:
All Signs South of Sta 1
remain in place unless no

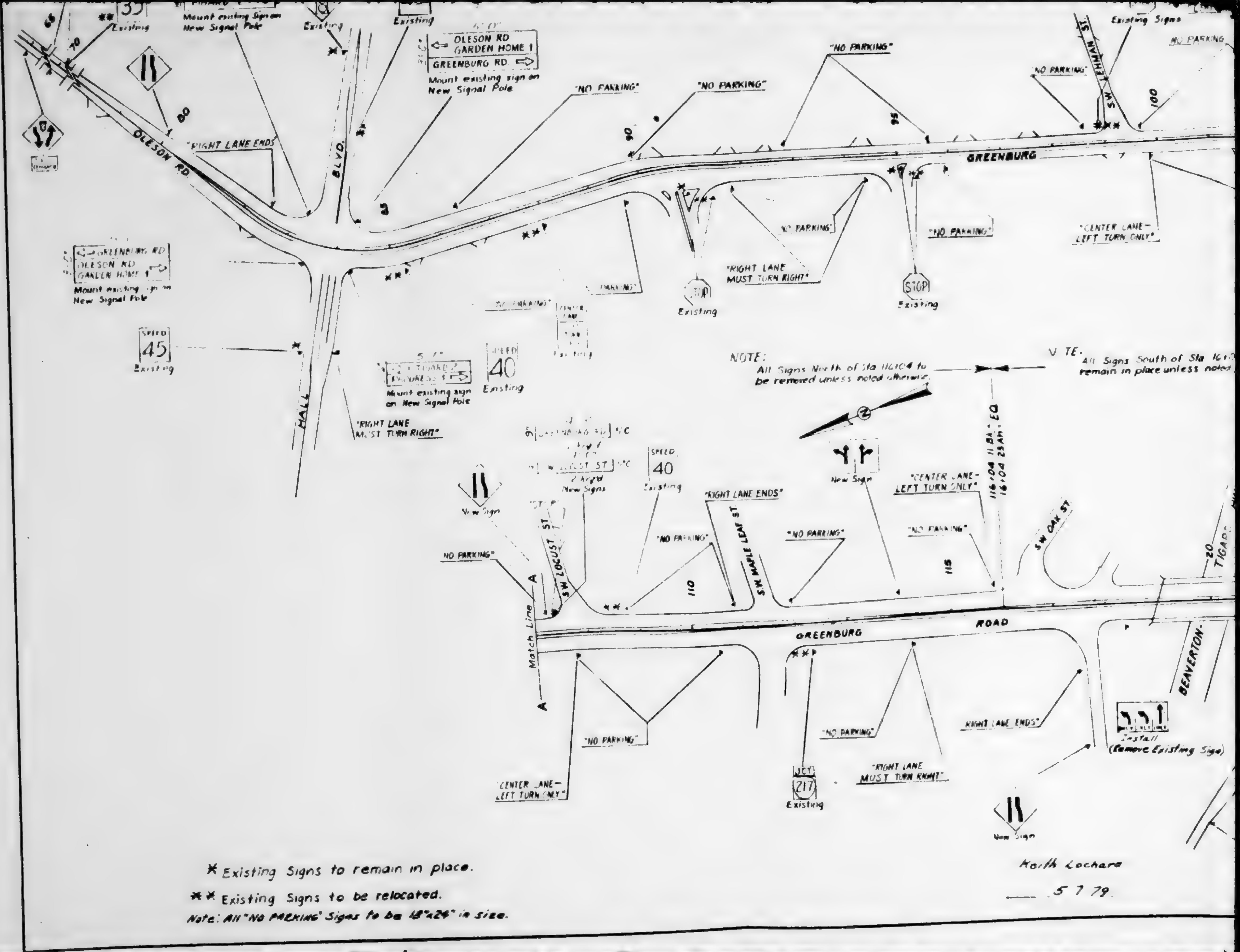


NOTE: All Signs North of Sta 116+04 to be removed unless noted otherwise.

NOTE: All Signs South of Sta 16+04 to remain in place unless noted otherwise.

SPEED 45
Existing
OLESON RD
GARDEN HOME 1
GREENBURG RD.
Mount existing sign on New Signal Pole
"NO PARKING"
"NO PARKING"
"NO PARKING"
"NO PARKING"
SW GREENBURG RD
SW LEHMAN ST
STOP
Existing Signs
"CENTER LANE-LEFT TURN ONLY"
SW GREENBURG RD
SW CORAL ST
STOP
Existing Signs
"NO PARKING"
S.W. LEHMAN ST.
S.W. CORAL ST.
90
95
100
105
GREENBURG
ROAD
A
Match Line
A
"NO PARKING"
"NO PARKING"
"RIGHT LANE MUST TURN RIGHT"
STOP
Existing
"NO PARKING"
STOP
Existing
"CENTER LANE-LEFT TURN ONLY"
"NO PARKING"
STOP
Existing
"NO PARKING"
"NO PARKING"
SPEED 40
Existing
Mount existing sign on New Signal Pole
"RIGHT LANE MUST TURN RIGHT"
GREENBURG RD
S.W. LOCUST ST
2 Req'd.
New Signs
New Sign
SPEED 40
Existing
New Sign
"CENTER LANE-LEFT TURN ONLY"
116+04 11 BA = 16+04 23 AH EQ.
New Sign
Existing
"RIGHT LANE ENDS"
"NO PARKING"
"RIGHT LANE ENDS"
"NO PARKING"
"NO PARKING"
"NO PARKING"
S.W. LOCUST ST
S.W. MAPLE LEAF ST.
SW OAK ST.
20
TIGARD HWY.
BEAVERTON-
110
115
25
A
Match Line
A
GREENBURG
ROAD
"NO PARKING"
"NO PARKING"
"RIGHT LANE ENDS"
Install
(Remove Existing Sign)
JCT
"RIGHT LANE MUST TURN RIGHT"
"CENTER LANE-

SIGNING PROJECT


Existing
Mount existing Sign on New Signal Pole
Existing
Existing
OLESON RD
GARDEN HOME 1
GREENBURG RD
Mount existing sign on New Signal Pole
"NO PARKING"
"NO PARKING"
"NO PARKING"
Existing Signs
"NO PARKING"
NO PARKING
SW LEHMAN ST.
100
95
90
80
70
85
OLESON RD
"RIGHT LANE ENDS"
BLVD.
GREENBURG
GREENBURG RD
OLESON RD
GARDEN HOME 1
Mount existing sign on New Signal Pole
"NO PARKING"
"RIGHT LANE MUST TURN RIGHT"
"NO PARKING"
"CENTER LANE - LEFT TURN ONLY"
STOP
Existing
Existing
SPEED 45
Existing
SPEED 40
Existing
Mount existing sign on New Signal Pole
HALL
"RIGHT LANE MUST TURN RIGHT"
W LOCUST ST
New Signs
SPEED 40
Existing
New Sign
New Sign
"RIGHT LANE ENDS"
"CENTER LANE - LEFT TURN ONLY"
116+04 11 BA.
16+04 23AH. EQ
NO PARKING"
"NO PARKING"
"NO PARKING"
"NO PARKING"
SW LOCUST ST
SW MAPLE LEAF ST.
SW OAK ST
110
115
20
TIGARD
A
Match Line
A
GREENBURG
ROAD
BEAVERTON-
"NO PARKING"
"NO PARKING"
RIGHT LANE ENDS"
Install
(Remove Existing Sign)
"CENTER LANE - LEFT TURN ONLY"
JCT 217
Existing
"RIGHT LANE MUST TURN RIGHT"
New Sign

NOTE:
All Signs North of Sta 116+04 to be removed unless noted otherwise.

NOTE.
All Signs South of Sta 16+ remain in place unless noted

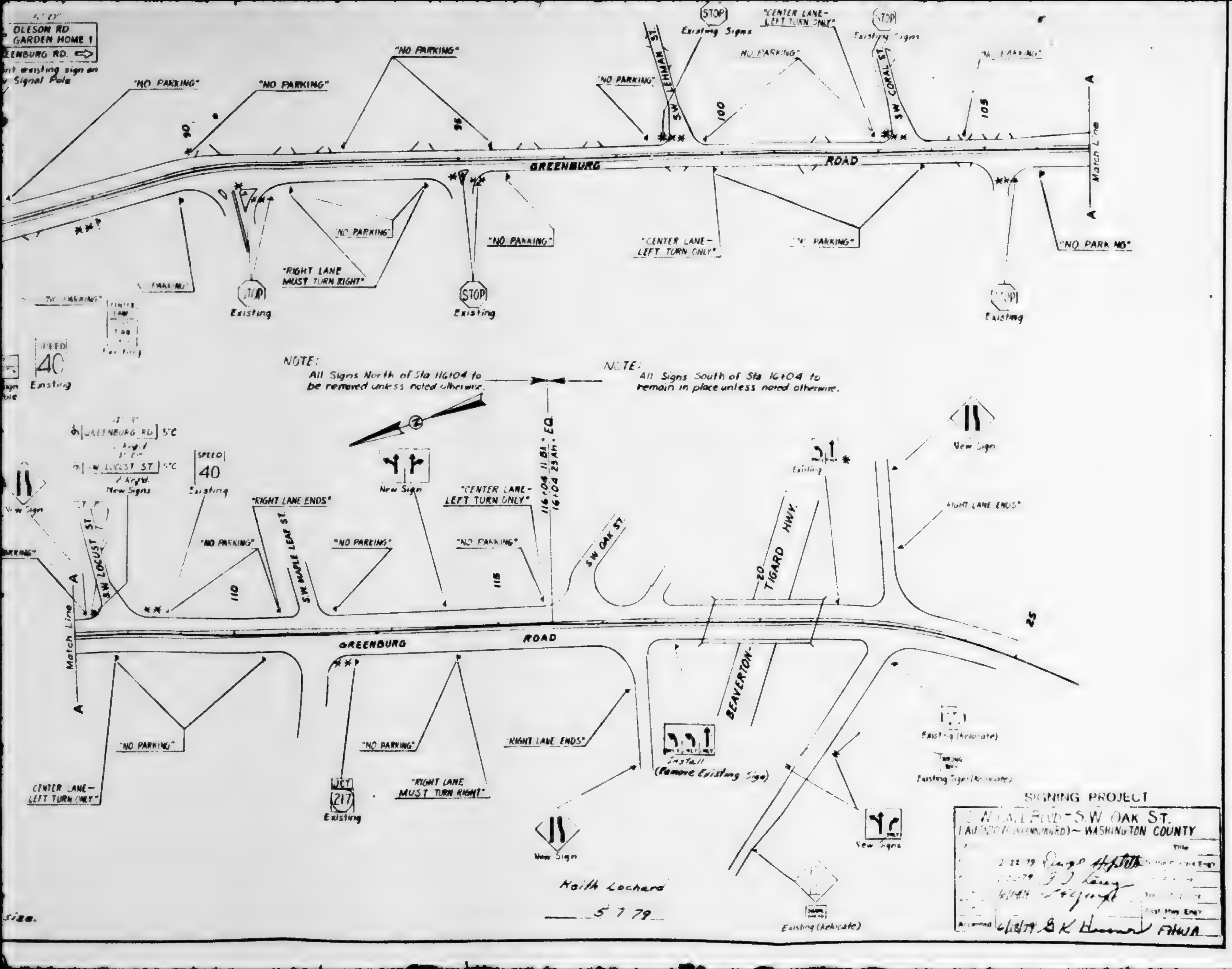
* Existing Signs to remain in place.

** Existing Signs to be relocated.

Note: All "NO PARKING" Signs to be 18"x24" in size.

Keith Lochara

5 7 79


OLESON RD
GARDEN HOME 1
EENBURG RD. ⇨
int existing sign on
y Signal Pole
"NO PARKING"
"NO PARKING"
"NO PARKING"
90
95
100
105
S.W. LEHMAN ST.
SW CORAL ST.
STOP
Existing Signs
"CENTER LANE-
LEFT TURN ONLY"
GREENBURG
ROAD
Match Line
A
"NO PARKING"
"RIGHT LANE
MUST TURN RIGHT"
STOP
Existing
"NO PARK NG"
SPEED
40
Existing
GREENBURG RD
S.W. LOCUST ST
New Signs
New Sign
S.W. LOCUST ST.
S.W. MAPLE LEAF ST.
S.W. OAK ST.
"RIGHT LANE ENDS"
"NO PARKING"
"CENTER LANE-
LEFT TURN ONLY"
110
115
116+04 11 Bk.
16+04 23 Ah. EQ
20
TIGARD HWY.
BEAVERTON-
25
JCT
217
Existing
Install
(Remove Existing Sign)
Existing (Relocate)
Existing Signs (Relocate)
New Signs
"RIGHT LANE ENDS"
size.

NOTE:
All Signs North of Sta 116+04 to be removed unless noted otherwise.

NOTE:
All Signs South of Sta 16+04 to remain in place unless noted otherwise.

Keith Lochard
5 7 79

SIGNING PROJECT
N.I.A.L BLVD - S.W. OAK ST.
(AU 1207 (GREENBURG RD) - WASHINGTON COUNTY

Title
2 22 79 George Hoffstetter
79 J J Lang
6/14/79
Asst Hwy Engr
Accepted 6/18/79 G K Howard FHWA

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A	Typical Sections
2B,2C	Temporary Protection & Direction Of Traffic (Not Incl.)
2D	Pipe Data
2E	Signing
2F	Summary
3,3A	Plan ; Profile
4,4A	Plan ; Profile
5,5A	Plan ; Profile
6,6A	Plan ; Profile

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

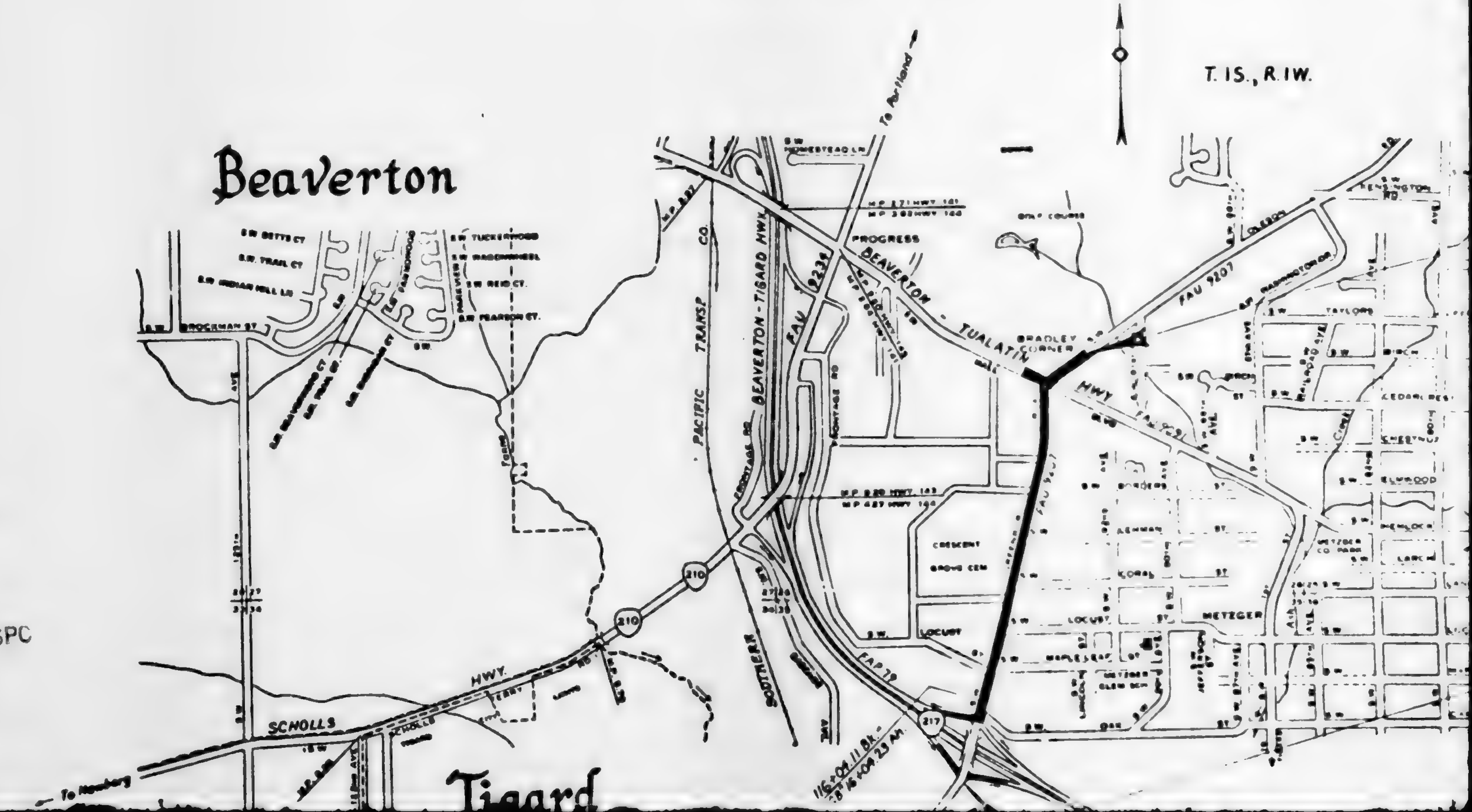
PLANS FOR PROPOSED PROJECT

PRELIMI
SUBJECT
FINAL D

AS

S.W. HALL BLVD. - S.W. OAK ST. SEC.
FAU 9207 (S.W. GREENBURG RD.)
WASHINGTON COUNTY

RECEIVED
JUN 5 1979
Public Works
Washington County



T. 1S., R. 1W.
N
Beaverton
Tigard
To Portland
To Newberg
SCHOLLS HWY
210
217
PACIFIC TRANSP. CO.
SOUTHERN
BEAVERTON-TIGARD HWY
FAU 9234
BEAVERTON - TUALATIN HWY
FAU 9207
FAP 79
PROGRESS
BRADLEY CORNER
GOLF COURSE
CRESCENT GROVE CEM.
METZGER
METZGER CO. PARK
S.W. LOCUST
S.W. OAK ST.
S.W. TAYLORS
S.W. BIRCH
S.W. CHESTNUT
S.W. ELMWOOD
S.W. HEMLOCK
S.W. LARCH
S.W. KENSINGTON RD.
S.W. HOMESTEAD LN.
S.W. BROCKMAN ST.
S.W. PEARSON CT.
S.W. REID CT.
S.W. TUCKERWOOD
S.W. INDIAN HILL LN.
S.W. TRAIL CT.
CEDARCREST
116+04.11 Bk. = 18+04.23 Ah.

APPROVED 6-18 1979
for BOARD OF COMMISSIONERS OF Wash COUNTY
BY ~~CHAIRMAN~~

MA PDM PDE TSE SPC
ODOT - METRO
JUN 04 1979

Hildebrandt

S.W. HALL BLVD ~ S.W. OAK ST. SEC. FAU 9207 (S.W GREENBURG RD.) WASHINGTON COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI - X

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

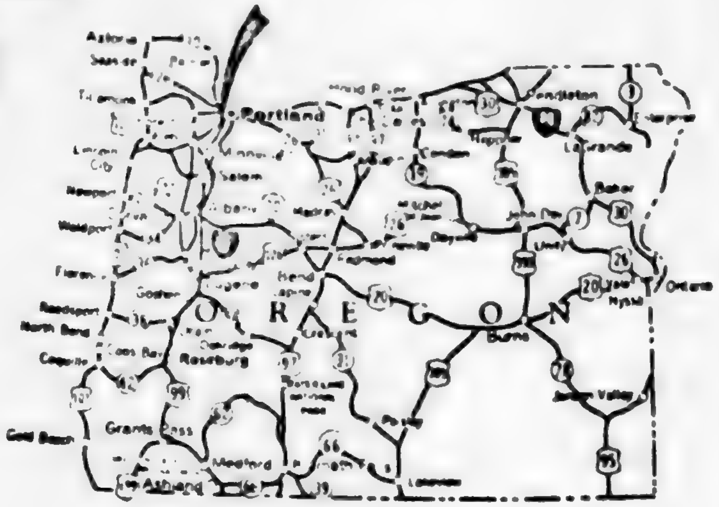
PRELIMINARY COPY
JUN 1 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

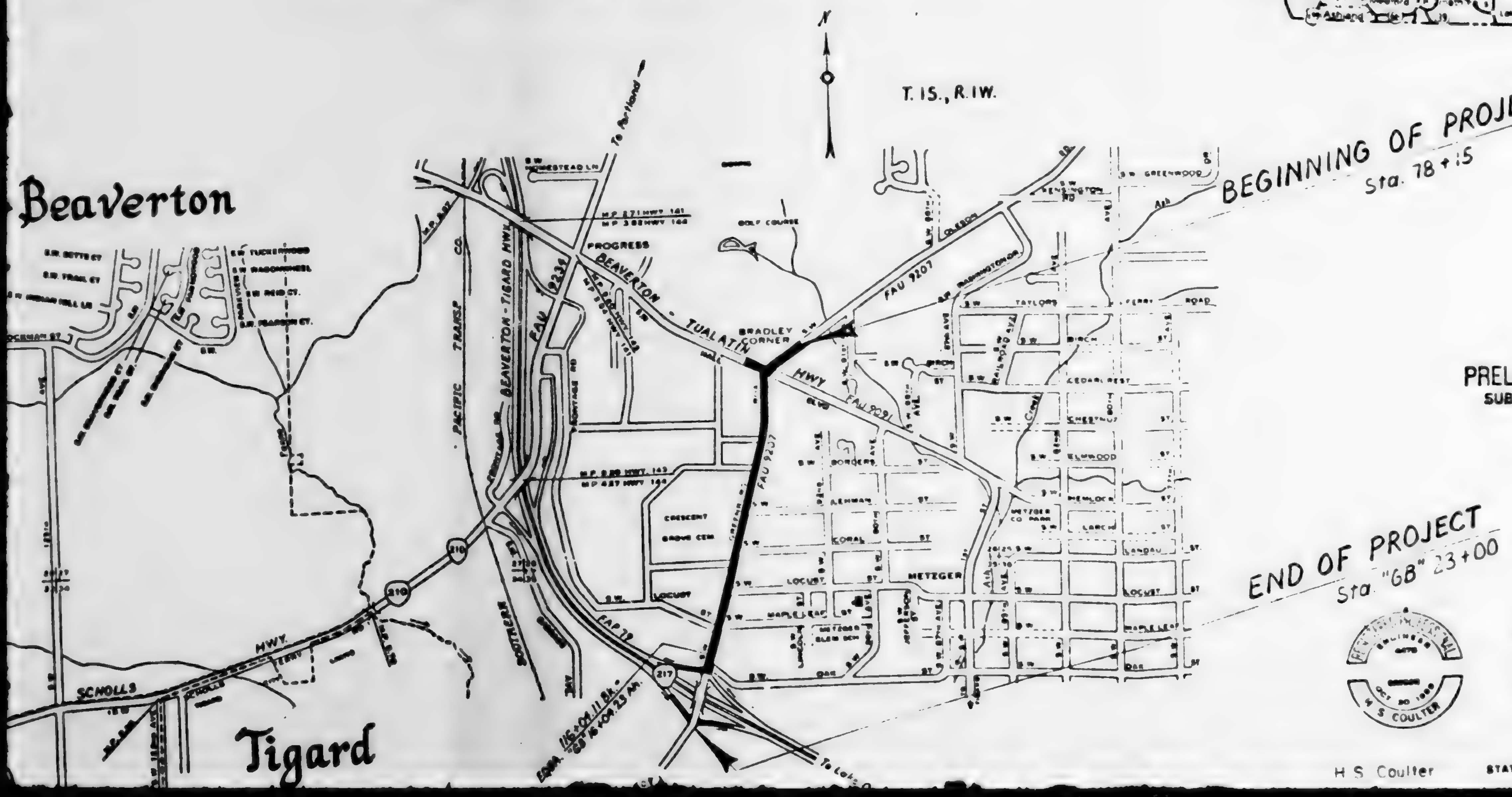
AS REVISED

S.W. HALL BLVD. - S.W. OAK ST. SEC.

FAU 9207 (S.W. GREENBURG RD.)

WASHINGTON COUNTY


Astoria
Portland
Salem
Pendleton
La Grande
Baker
Newport
Florence
North Bend
Coos Bay
Roseburg
Grants Pass
Medford
Ashland
Bend
Burns
O R E G O N


N
T. 1S., R. 1W.
Beaverton
Tigard
BEGINNING OF PROJECT
Sta. 78+15
END OF PROJECT
Sta. "GB" 23+00
PACIFIC TRANSP. CO.
SOUTHERN
BEAVERTON - TIGARD HWY.
FAU 9234
FRONTAGE RD
To Portland
PROGRESS
BEAVERTON - TUALATIN HWY
BRADLEY CORNER
FAU 9207
FAU 9231
GOLF COURSE
CRESCENT GROVE CEM.
METZGER
METZGER CO. PARK
SCHOLLS HWY.
FAP 79
217
210
To Lake O.
S.W. GREENWOOD
S.W. TAYLORS FERRY ROAD
S.W. WASHINGTON DR.
CEDARCREST
CHESTNUT ST.
ELMWOOD
HEMLOCK
LARCH
LANDAU ST.
LOCUST
MAPLE LEAF
BORDERS ST.
LEHMAN ST.
CORAL ST.
LOCUST ST.
OAK ST.
Creek

PRELIMINARY COPY
SUBJECT TO CHANGE

H S COULTER
OCT 30 1969

E S HUNTER
MAY 22 1969

H S Coulter

STATE HIGHWAY ENGINEER

2f	Summary
3,3A	Plan ; Profile
4,4A	Plan ; Profile
5,5A	Plan ; Profile
6,6A	Plan ; Profile

PLANS FOR PROPOSED PROJECT

S.W. HALL BLVD. - S.W. OAK ST. SEC.
FAU 9207 (S.W. GREENBURG RD.)
WASHINGTON COUNTY

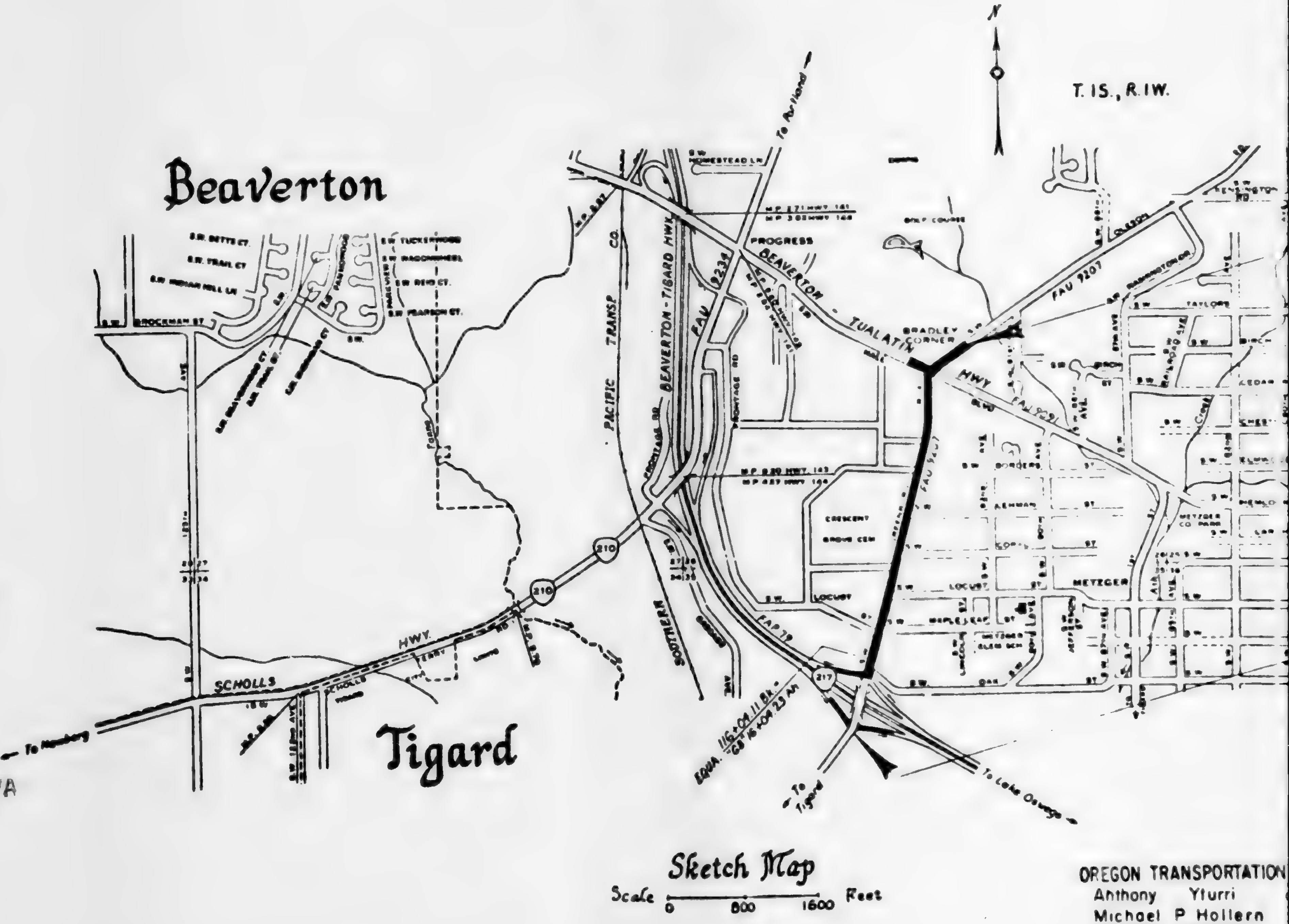
RECEIVED
JUN 5 1979
Public Works
Washington County

for APPROVED 6-18 1979
BOARD OF COMMISSIONERS OF Wash COUNTY
BY
~~CHAIRMAN~~

MA PDM PDE TSE SPC
ODOT - METRO
JUN 04 1979

AM PPS FILE T/A

changes on sheets
2, 2E, 6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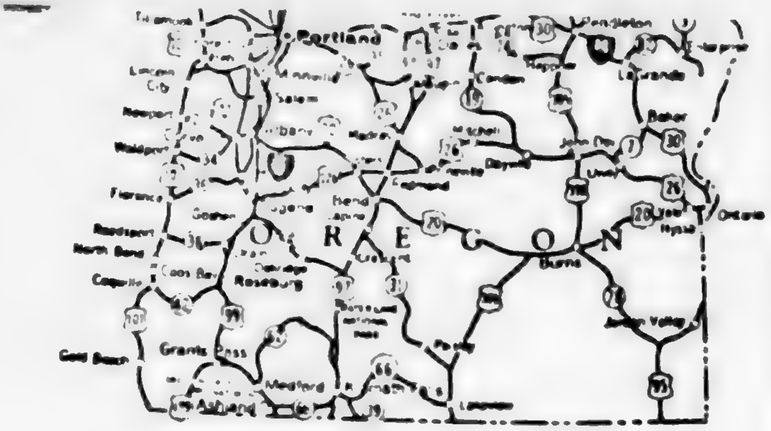
Beaverton
Tigard
To Portland
PROGRESS
BEAVERTON - TUALATIN HWY
BRADLEY CORNER
FAU 9207
FAU 9234
PACIFIC TRANSP CO.
SOUTHERN
BEAVERTON-TIGARD HWY
FRONTAGE RD
SCHOLLS HWY
210
217
To Newberg
To Tigard
To Lake Oswego
METZGER
CRESCENT GROVE CEM
GOLF COURSE
Scale 0 800 1600 Feet

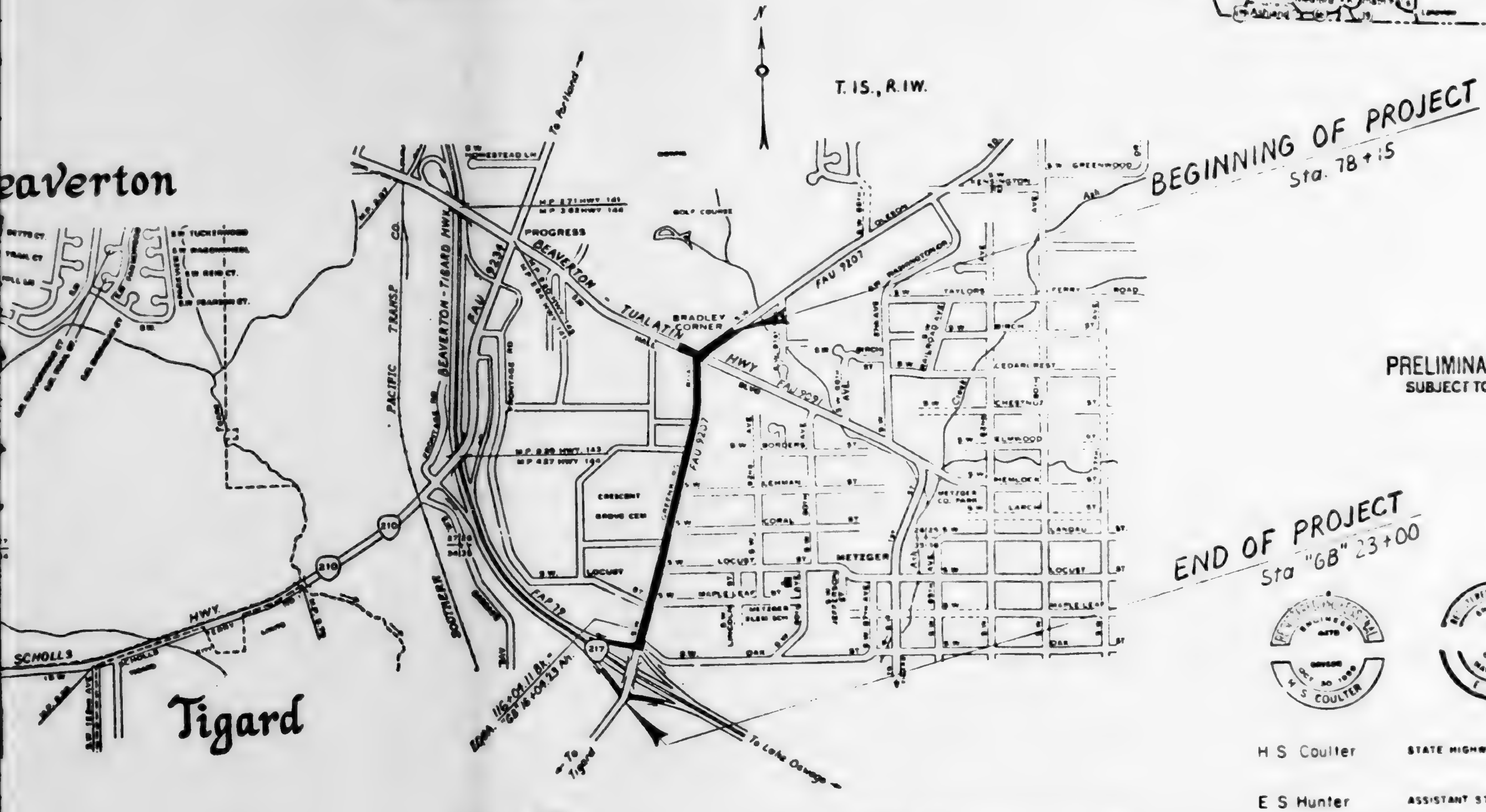
Sketch Map

OREGON TRANSPORTATION
Anthony Yturri
Michael P Hollern
Gordon Coleman
Peter J Brix
Tom Walsh
Fred B Klaboe

PLANS FOR PROPOSED PROJECT

S.W. HALL BLVD. - S.W. OAK ST. SEC.
FAU 9207 (S.W. GREENBURG RD.)
WASHINGTON COUNTY


Portland
Salem
O R E G O N
Burns
Medford
Ashland
Grants Pass
Roseburg
Coos Bay
Pendleton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Tigard
BEGINNING OF PROJECT
Sta. 78+15
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FAU 9207
FAU 9231
GOLF COURSE
CRESCENT GROVE CEM.
METZGER
S.W. TAYLORS FERRY ROAD
SCHOLLS HWY.
210
217
FAP 72
To Lake Oswego
To Tigard

PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
Scale 0 800 1600 Feet

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

9207

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 11, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 71421
Project No. IX-9207(2)
SW Hall Blvd.-SW Oak St. Sec.
Greenburg Road
Washington County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on August 23, 1979.

We request transfer of Interstate Substitution General Funds for construction of the subject project as we intend to request PS&E authorization August 1, 1979. This action will involve an estimated total cost of $751,000 with Federal funds in the amount of $638,350.

This request is based on the June 6 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Reg. 1
Gary Zehner, w/att.

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 11, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		Co. Rd., Jct. SR 217, N. 0.6 mi.		7,000	24,000	99	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Gr., Dr., H.T. Pave, Traf. Signals								IX-	9207

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME
	Interstate Substitutions General Funded	Washington

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U
Portland	U	9207	Co. Rd.*	-

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS 85% (67) (76)	STATE FUNDS	OTHER FUND (County)
1												
5					PE							
5					ROW							
5					CONST (CODE) 6201 Y031		"SW Hall Blvd.-SW Oak St. Section"	0.6	751,000	638,350	67,590	45,060

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.6	751,000	638,350	67,590	45,060
1	14	JLG		(16)	(23) (24)	(33)		

PROGRAM APPROVAL DATES 10-27-76 (10-18-78)

* SW Greenburg Rd.

REMARKS Additional Data: Ite
Project No. M-9207(1

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

June 11, 1979

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	7,000	24,000	99	10	Oregon	41	823	71421

JECT LOCATION (45 typewriter spaces): o. Rd., Jct. SR 217, N. 0.6 mi.

WORK (35 typewriter: ave, Traf. Signals

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG. (I. Projects Only)
IX-	9207	(2)	

s: itutions General Funded

COUNTY NAME: Washington
CODE: 067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9207	Co. Rd.*	---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								Util. adj. as req.
ROW								
CONST (CODE) 6201 Y031		"SW Hall Blvd.-SW Oak St. Section"	0.6	751,000	638,350	67,590	45,060	ROW-60' min.; Access Control-None; Parking Restrictions-None
BY JLG		PROJECT TOTALS	0.6	751,000	638,350	67,590	45,060	

APPROVAL DATES 10-27-76
(10-18-78)

* SW Greenburg Rd.

REMARKS Additional Data: Item No. 71421;
Project No. M-9207(1).

over

USCOMM DUSCOMM-DC 48905-P6

SW Hall Blvd.-SW Oak St. Section
Project No. IX-9207(2)

Remarks-continued

Project Data: The work for this project consists of grade, drain and high-type pavement necessary to widen the existing facility to provide a basic 64' curbed 4-lane section with continuous left turn lane median, construct sidewalks, update traffic signal, and incidental work common to this type of project. Utility adjustments as required. (New traffic signal at shopping center to be funded by others).

Data for PR-37:

Type Code 6201 (Roadway)	$701,000
Type Code Y031 (Traf. Signals)	50,000

NOTE: 1) Included in CRAG (MSD) FY 79 TIP/AE and referred to as "SW Greenburg Rd.-Hall to Oak" on pg. 45 item 95. MSD Resolution 79-24 authorized Interstate Transfer Funds for construction.

2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E Documents.

92-5

B

June 6, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Building
530 Center Street
Salem, OR 97301

Dear Mr. Green:

Re: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for two highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		FUNDS		
Project	Work	Federal	State	Local
1) SW Hall Blvd.-SW Oak Street Section	Const.	$ 638,350	$ 67,590	$ 45,060
2) N. Main Ave.-Bull Run Road Section	Const.	$1,477,200	$156,420	$104,280

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate these funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District

bc: H. S. Coulter
D. H. Moehring

234-1956

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-8226

May 23, 1979

John Crockett
Deputy Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Subject: SW Hall Blvd.-SW Oak St. Section
Greenburg Road

I have received the attached letters from FHWA and our Federal Aid Engineer, indicating non-approval of the sidewalk exception in front of the Canyon Furniture Company.

FHWA will approve our advertising for the project, scheduled for a bid letting in August, providing we have your assurance that the county, during construction, will either by negotiations or through condemnation, acquire the property for construction of a sidewalk.

I will need your letter of assurance early in July so we can clear the project and proceed with advertising.

JMcClure

James D. McClure
Project Development Engineer

JDM/PE

cc: R. N. Bothman
H. S. Coulter
D. E. Swan
M. J. Klotz
B. J. Heard

Attachment

H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 24 '79
REFER TO
FOR
Info | Invest | R/O | D/R | Rept | Act | File

Form 734-3122

21-8

STATE OF OREGON **INTEROFFICE MEMO**

TO: R. N. Bothman, Metro
Attn: Max Klotz

DATE: May 17, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: S. W. Hall Blvd.-S.W. Oak Street Section
Greenburg Road
Sidewalk Design Exception
Washington County

The FHWA will not approve the sidewalk exception in front of Canyon Furniture Company. Attached is a copy of their May 14 memo.

The FHWA is receptive to our advertising the project for contract, provided that we have assurance from the County that the sidewalk in front of the furniture company will be constructed. I suggest that you get from the County a letter stating that they will acquire property needed for the sidewalk, either by negotiation or condemnation, and that this section of sidewalk will be added to the contract by price agreement. This will provide the assurance that the sidewalk will be continuous throughout the project.

This project is in the schedule for an August letting, so we will need an assurance from the County early in July.

DES:pf
Attachments

cc: H. S. Coulter ✓
J. H. Versteeg
D. E. Shaffer
J. D. McClure, Metro

RECEIVED
STATE HWY ENGR
MAY 18 79
REFER TO
FOR

11-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project M-9207(1)
S.W. Hall Blvd.-S.W. Oak St. Section
Greenburg Road
Sidewalk Design Exception

DATE: May 14, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

The information contained in Mr. Swan's May 9, 1979, memorandum has been reviewed in detail. We agree that the lack of a sidewalk between Station 85+39 and Station 86+84 would have little or no undesirable effects provided the area behind the curb is actually usable and available as a walkway. However, since this area is currently used by the owner for parking of vehicles, it would appear highly unlikely that he would be willing to eliminate four parking spaces in order to accommodate pedestrians when he is apparently unwilling to sell the property for the same use.

The sidewalk design submitted would therefore be unacceptable unless assurance is given that the area behind the curb will, in fact, be available for use by pedestrians.

G. K. Hossner
for G. L. Green

cc:
D. Swan (ODOT)
D. H. Moehring (ODOT)

RECEIVED
STATE HWY ENGR
MAY 17 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

H. S. COULTER

May 9, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Engineer

SUBJECT S.W. Hall Blvd.-S.W. Oak St. Section
Oregon Project No. M-9207(1)
Sidewalk Design Exception

Washington County has requested we proceed with this project with a break in the continuity of the sidewalk on the west side of Greenburg Road between Sta. 85+39 to Sta. 86+84. The area to be left without a sidewalk is in front of the Canyon Furniture Company.

Right-of-way needs for the project were satisfied through dedication from adjacent commercial interests and one private party, except for a 1,700 square foot parcel along the front of the Canyon Furniture Company.

The Canyon Furniture Company was cooperating during the design of the project but has now refused to dedicate the necessary area or to sell the needed frontage.

This project is scheduled for a July 26, 1979 bid opening which doesn't leave nearly enough time for a condemnation suit to obtain the property and still get the project constructed this summer, consequently we are proposing to go to contract with only a curb in front of this business.

We believe it is not good design to have a hit and miss sidewalk section but in this case we feel that it is acceptable because the area behind the curb is a paved parking lot and is usable as a walkway. There will be a six and one-half foot continuous sidewalk on the east side of the construction which is usable as a sidewalk and a bicycle path, but will not be signed as a bikeway contrary to the preliminary plans, dated May 2, 1979. There will be a similar sidewalk on the west side except as mentioned above and except through the Cemetery, Sta. 95+50 to Sta. 104+50, which will have a two foot wide foot path. This will leave the west side not adequate for a bikeway, however, we feel the lack of a continuous concrete sidewalk on the west side is not too undesireable.

Washington County has assured us that the owner of the Furniture Company will sign a construction easement to allow for the pavement match-up behind the curb-cut at the entrance to his property. Attached is a copy of our proposed sidewalk treatment in the subject area.

Your approval of the sidewalk design as outlined above is requested as being in the public interest to get the project going this summer and wind up with a much safer section of highway.

DAR:cmc
Attachment
cc: Hal Versteeg
Don Shaffer
Bob Heard
Jim McClure
Mike Sorresen-Washington Co.

9085

Wash. Co.

Room 222   Department of Transportation Bldg.   Salem, OR 97310

May 18, 1979

Mr. Jerry Maris
Consulting Surveyor
8366 S.W. Nimbus Avenue
Beaverton, OR 97005

Re: S.W. Oak St.-S.W. Hall Blvd.
(Greenburg Road)
Washington County

Attached, as requested in your note of May 2, 1979, is a portion of the Right of Way map showing our proposed taking in the northwest corner of Hall Boulevard and Oleson Road.

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

DNS:cj
Attachment

cc: Ken Rolfe, Reg. I/w/attach.

RECEIVED
MAY 31 1979
ROAD DESIGN
SECTION

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

file

Do Not File ☐
Return To___
Bring Up ___/___/___
Action___

[illegible]

BEAVERTON, OREGON [illegible]

FOLLOW-UP DATE 5-14 19 79

PLEASE REPLY

Date 5-2-79

To DON HAINS, DESIGN ENGR
ORE STATE DEPT OF TRANSPORTATION
~~DEPT~~ SALEM ORE

Subject INTERSECTION
IMPROVEMENT
OLESON / HALL

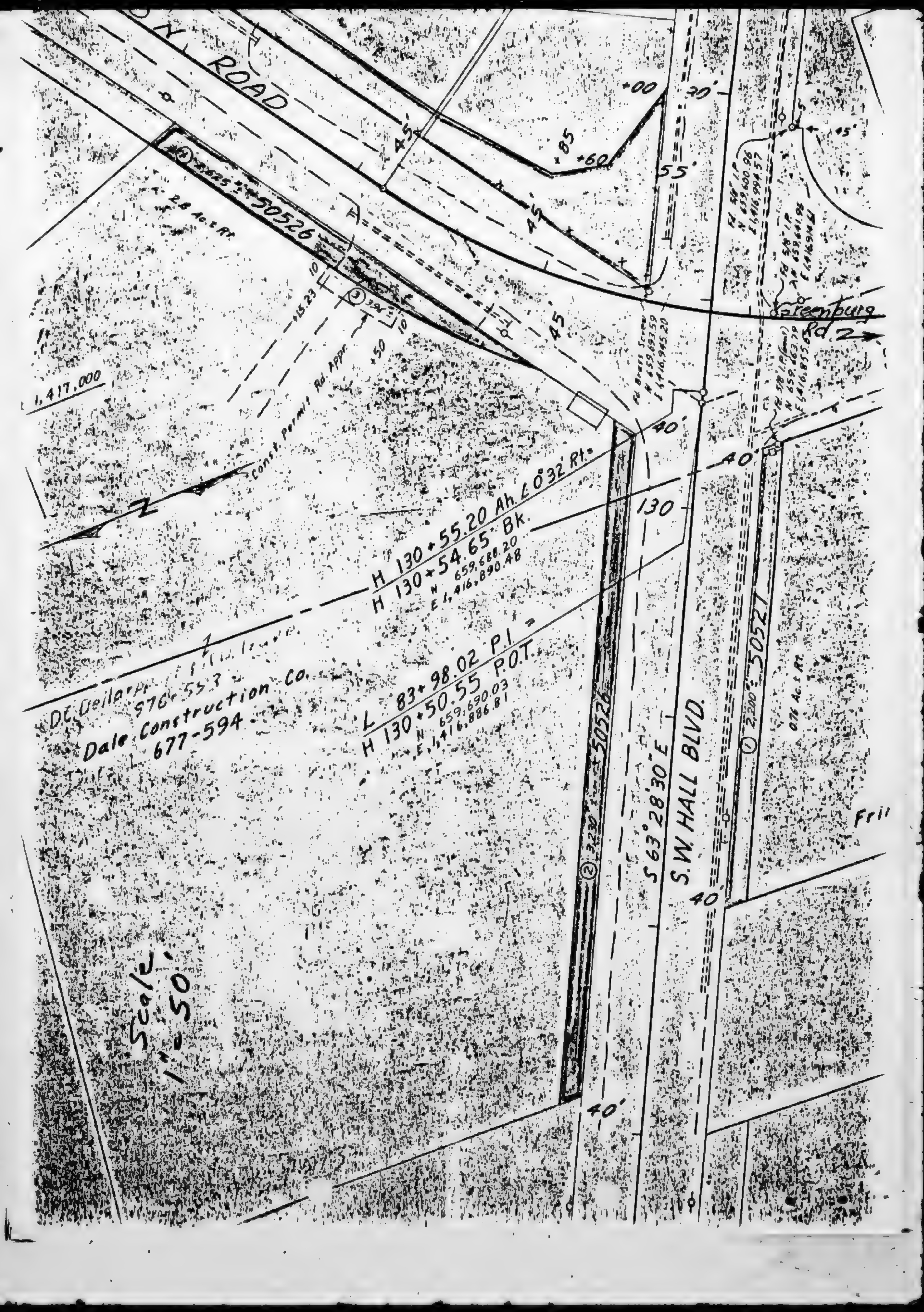
OUR CLIENT FRED OLESON, VANGARD INC GROUP [illegible] NORTH HILLSDALE HWY PORTLAND ORE 97225 PH 297-1871 HAS REQUESTED OUR ASSISTANCE IN DETERMINING WHEN [illegible] DESIGN FOR THE INTERSECTION IMPROVEMENT OF HALL BLVD AND OLESON [illegible] AFFECTS [illegible] THE INTERSECTION [illegible]

[illegible]

☑ Please reply ☐ No reply necessary

SIGNED [illegible]

FORM 186-2 Available from NEBS Inc., Groton, Mass. 01450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H 130+54.65 Bk.
N 659,688.20
E 1,416,890.48
L 83+98.02 P.I. =
H 130+50.55 P.O.T.
N 659,690.03
E 1,416,886.81
Dale Construction Co.
677-594
DC Deilarpr
976-553
Const. Permit Rd. Appr.
1,417,000
2.8 Ac.± Rt.
0.76 Ac.± Rt.
① 2,200 ± 50527
② 3,230 ± 50526
③ 350 ±
④ 8,625 ± 50526
Fd. Brass Screw
N 659,693.59
E 1,416,945.20
Fd. 5/8" I.P.
N 659,600.96
E 1,416,994.57
Fd. 5/8" I.P.
N 659,641.96
E 1,416,914
Fd. 5/8" I.P. (found)
N 659,663.79
E 1,416,855
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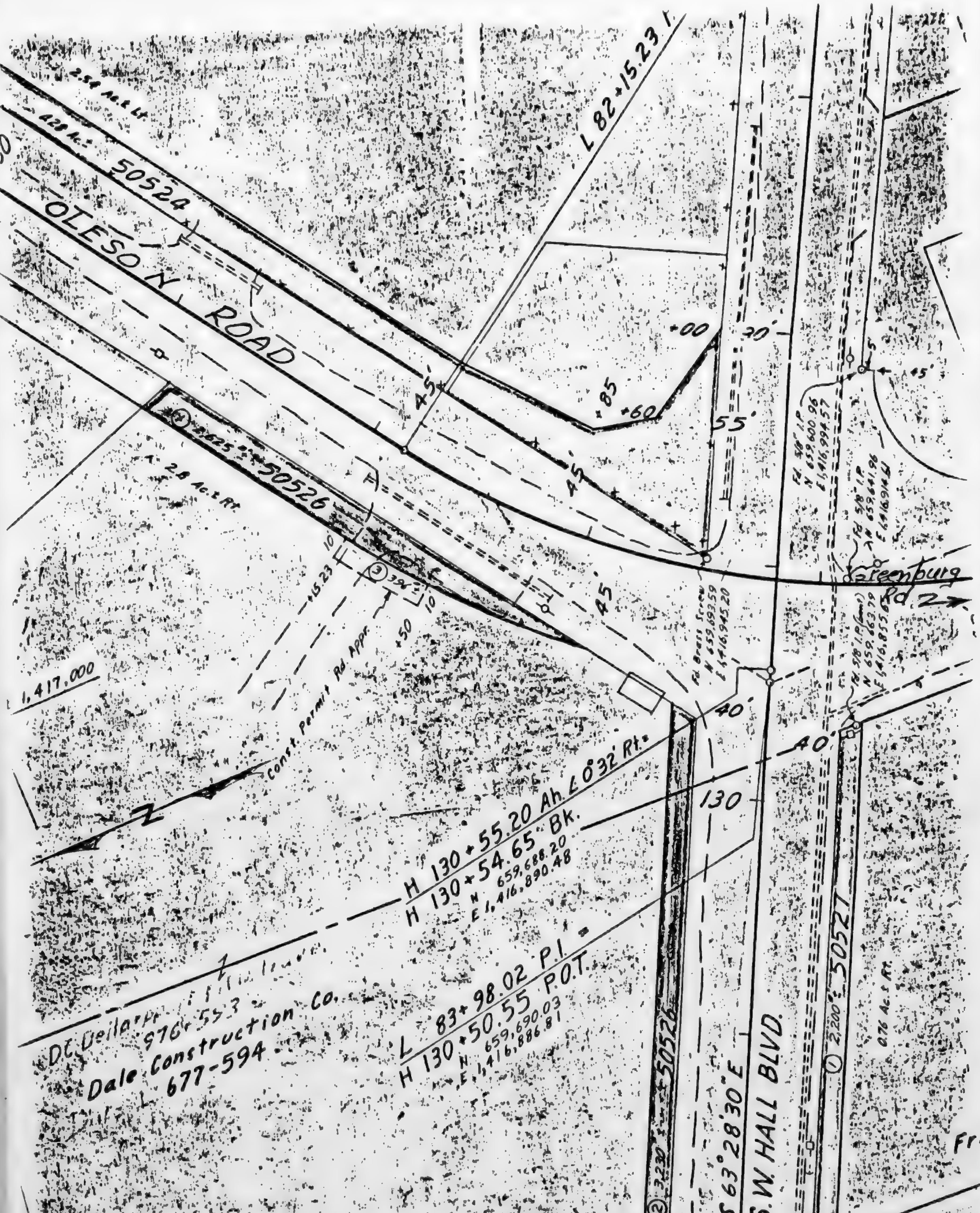

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Greenburg Rd. 2
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Dale Construction Co.
677-594
② 3,230 ± 50526
S 63°28'30" E
S.W. HALL BLVD.
① 2,200 ± 50527
0.76 Ac.± Rt.
Frii

STATE OF OREGON

INTEROFFICE MEMO

Wash. Co

TO: R. N. Bothman, Metro
Attn: Max Klotz

DATE: May 17, 1979

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: S. W. Hall Blvd.-S.W. Oak Street Section
Greenburg Road
Sidewalk Design Exception
Washington County

The FHWA will not approve the sidewalk exception in front of Canyon Furniture Company. Attached is a copy of their May 14 memo.

The FHWA is receptive to our advertising the project for contract, provided that we have assurance from the County that the sidewalk in front of the furniture company will be constructed. I suggest that you get from the County a letter stating that they will acquire property needed for the sidewalk, either by negotiation or condemnation, and that this section of sidewalk will be added to the contract by price agreement. This will provide the assurance that the sidewalk will be continuous throughout the project.

This project is in the schedule for an August letting, so we will need an assurance from the County early in July.

DES:pf
Attachments

cc: H. S. Coulter
J. H. Versteeg ✓
D. E. Shaffer
J. D. McClure, Metro

REFERRED TO Ond
Beard ✓ Staudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
Christensen
Olson
Sullivan Copy
Terpin
Walkenig

RECEIVED
MAY 18 1979
ROAD DESIGN SECTION

5-30-79
Call ~~Ron.~~ Wed. if no word on this

125-1387

[illegible] Wash. Co.

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.
238-8231
TELEPHONE

TO: J. H. VERSTEEG
Design Engineer - Salem
Attn: Don Stoudenmeyer
Preliminary Design Supervisor

DATE: May 1, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Hall-Oak Section
Greenburg Road
Washington County
Prefix: 234-1956

It has now been decided to make disposal of any excess material from this project the responsibility of the contractor and not identify the county's quarry as an alternative disposal site.

pq

cc Jim McClure
Bob Heard

REFERRED TO
Stoudenmeyer
File Copy
FINAL DESIGN ENGINEER

Versteeg
Anderson
1 Christensen
Olson
2 Sullivan
Terpin
Wakeling

RECEIVED
MAY 0 3 1979
ROAD DESIGN SECTION

☐
Do Not File
Return To
Bring Up /
Action

Wash. County

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services (DEPT.) 238-8231 (TELEPHONE)

TO: D. H. MOEHRING
Ass't. State Hwy. Engineer

DATE: April 26, 1979

DON STOUDENMEYER
Preliminary Design Supervisor

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: S.W. Oak - S.W. Hall Blvd.
Greenburg Road
Washington County
Prefix: 234-1956

Gary Zehner relayed a request from FHWA to me for some justification for removing the sidewalk/bikeway in front of Canyon Furniture Store on the subject project. A letter from Mike Borreson, Washington County Project Development Engineer, explaining why the elimination of the sidewalk/bikeway will have little effect, is attached.

Don Stoudenmeyer had also made inquiry as to the disposition of any surplus material during the construction of the project. Mike Borreson also addresses that question in his letter, however, Jim McClure recommends the material disposal be left up to the contractor with the option of hauling it to the quarry site.

MJK:pq

cc Jim McClure
Bob Heard

Attachment

Vorsteeg
Anderson DD
Sullivan
RECEIVED
APR 27 1979
ROAD DESIGN SECTION
Docket File
Return To
Action

334-1912

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8243
TELEPHONE

TO: J. D. McClure
Project Development Engineer

DATE: April 25, 1979

FROM: Bob Heard
Bob Heard
Project Coordinator

SUBJECT: Greenburg Road
SW Hall to Hwy. 217
Sidewalk/Bikeway

Attached is a letter from Mike Borresen, Project Development Engineer for Washington County, with a justification for removing the sidewalk/bikeway in front of Canyon Furniture Store.

Mike's letter should be processed through channels so that the design revisions may be advanced. Currently, the project is being held in limbo, awaiting word from the Metro Senior Staff.

The bid letting date is still scheduled for July 26, 1979.

MA FDM [illegible] 1ST SPC
ODOT [illegible]ETRO
APR [illegible]6 1979
FILE [illegible]
AM PPS

Attachments

BH/PE

Max:

Pls respond to Moehring's office on the justification question. Don Staudenmeyer requested the info on the excess material. This should be left open, either the contractors will the option to haul to the Quarry site.

Jim
4/26

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
MILLER M. DURIS, Chairman
JIM FISHER, Vice Chairman
VIRGINIA DAGG

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

April 24, 1979

MA PDM RD TSE SPC
ODOT - METRO
APR 25 1979
AM PPS FILE T/A

Bob Heard
Project Coordinator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Greenburg Road: Oak to Hwy. 217

Dear Bob:

If there is excess material from this project, it can be taken to the Durham Quarry. We would require the contractor coordinate this with Monte Palmer, our Operations Manager, and use their own bulldozer to clean up the site.

The elimination of the sidewalk in front of the Canyon Furniture Store will not alter the location of the bike path because the parking lot will be paved up to the curb. In other words, the cyclist can either ride in the street, or behind the curb on the paved parking lot. Cars will be parking against the building and not next to the curb.

If there are any questions, please call me.

Sincerely yours,

Mike Borresen

Mike Borresen
Project Development Engineer

MB:pj

PROJECT MANAGEMENT OFFICE MEMO
(Hall - Oak)

5-1-79 Metro proposal & copy of this memo & map to Swan for submittal to FHWA. Z

Date 4-23-79

Subject Greenburg Road File No.

9207

Received (call) (~~visit~~) from STOUDENMEYER

Address

WASH. CO. is acquiring R/W - mostly donations. Z

Made (call) (~~visit~~) to Wally Bryant - Max Klotz Phone

Reason for contact and general discussion: Stoundenmeyer is eliminating the sidewalk in front of Furniture Co., they are not willing to donate or sell property for walkway, this is Metro's proposal. Talked to Wally Bryant re: above he says FHWA probably wouldn't approve since Assessment & Neg. Dec. call for sidewalks. He said to submit a proposal for official determination. Max Klotz says Metro will put proposal together & send to us for submittal to FHWA. We will stop work on project until FHWA ~~approves~~ acts on proposal.

Signature Larry E. Zahn

Notified Don S. Z

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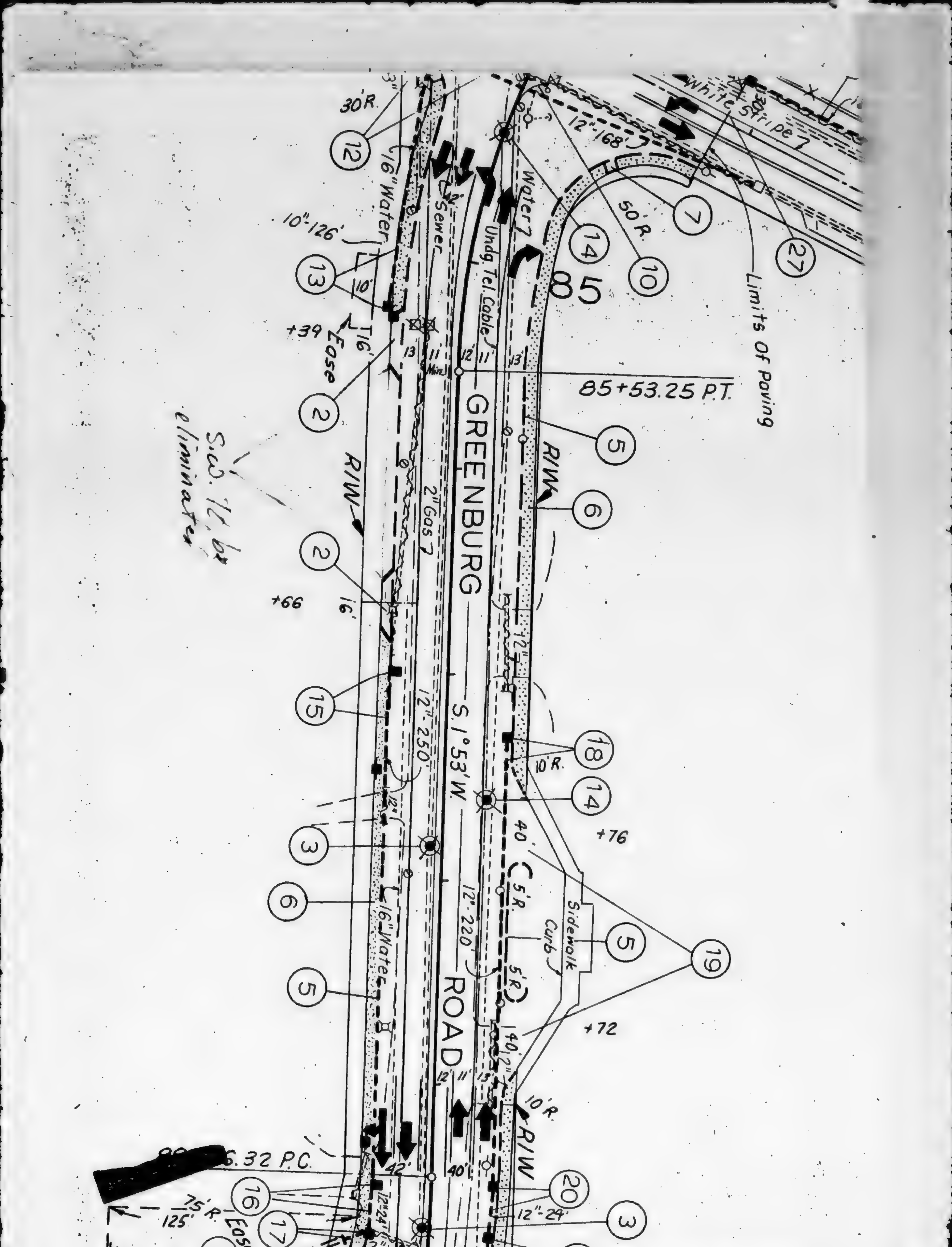
culate: PME LGE OPE FAE CCE OM Other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50'R.
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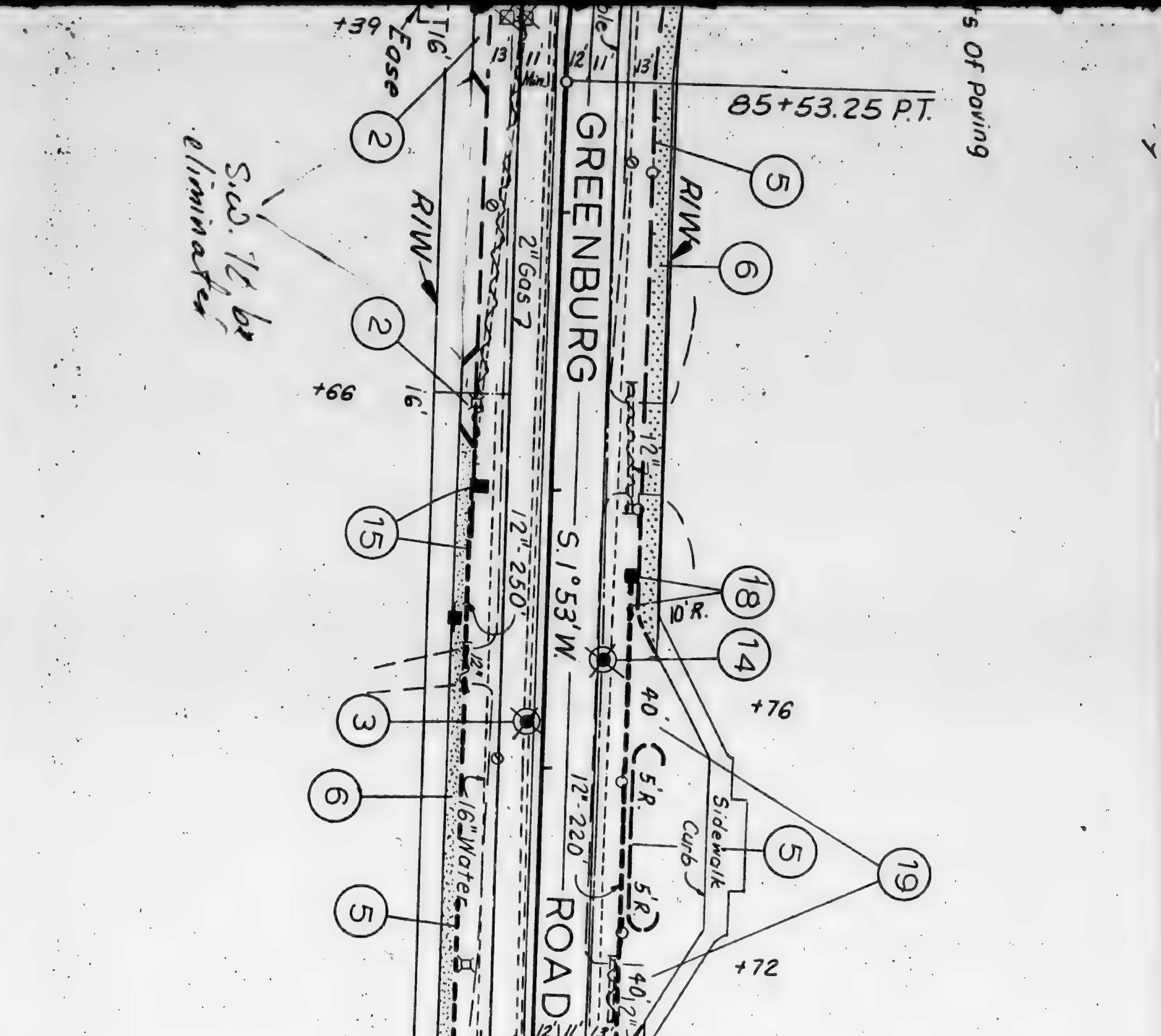
S.W. 1/2 be eliminated



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imits Of Paving

9085

Wash. Co.

HIGHWAY DIVISION 378 6558

J. B. Boyd
Manager, Right of Way

April 6, 1979

J. H. Versteeg
Road Design Engineer

S.W. Hall Blvd.-S.E. Oak St. Sec.
S.W. Greenburg Road (Co.)
Washington County
Files 50524-50538 & 50544

Attached are descriptions for the subject 16 files (36 parcels), an authorization, and prints for the project, scheduled for 26 July 1979.

By: ORIGINAL S GNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Desc. Engineer

WHW:cj
Attachments

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT

378-6537
TELEPHONE

TO: J. H. Versteeg ATTN: D.O. Christensen
Road Design Engineer

DATE: February 2, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: S.W. Hall Blvd.- S.W. Oak St.
Greenburg Road
Washington County
Roadway Illumination

As requested by Don Stoudenmeyer, Greenburg Road was reviewed for illumination.

Greenburg Road is off the State Highway System, therefore, not under our jurisdiction. Illumination investigation and any requirements should be made by Washington County.

L. E. George
Traffic Engineer

VLT:cs

cc: H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 5 '79
REFER TO
FOR
Info Inves R/D D.S Sign Act File

STATE OF OREGON
ODOT - Traffic
DEPT
378-6537
TELEPHONE

INTEROFFICE MEMO

NOTED
H. S. [illegible]

TO: H. S. Coulter
State Highway Engineer

DATE: January 24, 1979

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: S. W. Hall Blvd. - S. W. Oak St.
Greenburg Road
Washington County
Proposed Illumination

The above named project has been investigated for roadway illumination.

I recommend that roadway illumination be installed:

a) Between the Beaverton-Tigard Highway and S.W. Coral Street.
b) At the intersection of S.W. Hall Blvd. and Greenburg Road in combination with the reconstruction of the traffic signal.
c) Relocate the existing illumination on utility poles between S.W. Coral Street and S.W. Hall Boulevard.

I request your approval to install this roadway illumination.

L. E. George
L. E. George
Traffic Engineer Supervisor

VLT:cs

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO
[illegible]

Orig. to

PROJECT MANAGEMENT OFFICE MEMO

Date 1-18-79

Subject SW Oak - SW Hall, Greenburg Rd. Field Survey File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Max Klotz & Earl Purdy Phone

Reason for contact and general discussion: Original Est. $494,000, PHASE II EST. MIN. $743,000, This estimate includes Phase I plus interchange improvements and widening Greenburg Road, Earl Purdy says. Max has reviewed project with county. Widening of Greenburg requires improvements to the inchange for proper operation. County concurs. Max says county will get additional funds and may concel SW. 72nd Ave Intchange (FAI-X) for that purpose.

Signature Gary E. Zehm

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

SW OAK - SW HALL BLVD SECTION
GREENBURG ROAD
WASHINGTON COUNTY

NARRATIVE REPORT OF SURVEY

The original purpose of this survey was to gather the necessary field information for the preparation of plans and specifications for the improvement of Greenburg Road between SW Oak Street and SW Hall Boulevard. During the progress of the work, Washington County requested that Right of Way and Easement descriptions be included in the preliminary engineering work. Traffic studies done in the course of the location work indicated that improvements to the Greenburg Road Interchange with Highway 217 (Beaverton-Tigard Highway) are necessary to achieve the goals within the original project limits. Consequently, the survey was extended about six hundred feet southerly to include the interchange.

Greenburg Road, within the project area, is a county road functioning as an arterial street serving a large residential area (unincorporated) on the east and north and the growing shopping centers on the west, southeast and northeast. Greenburg Road extends to the city of Tigard and the Highway 217 freeway on the south and connects to Oleson Road, a north-south county road arterial, at Hall Boulevard on the north. Recent Greenburg Road Interchange construction provided an urban designed 4 lane with median section between Mapleleaf Street and the interchange. The remainder of Greenburg Road is a narrow, rural 2 lane road handling the ever-increasing traffic load.

Improvements proposed would provide a minimum traffic level of service "D" by the addition of a turning lane (median) throughout and added through lanes and turning lanes at heavily congested intersections. Five-phased signals are proposed at the Hall Blvd. intersection (Old Hwy 217) and Mapleleaf Street, the main access to the two large shopping-service centers. The Mapleleaf signal would be intertied to the two nearby interchange ramp signals already planned.

The roadway section proposed will offer a 12-13' turning lane-median and 12' travel lanes with a curb shy of 18" - 2'. A Type "A" curb and sidewalk is proposed the length of Greenburg Road. The number of northbound and southbound travel lanes varies between one and three as shown on the Detail Map. The roadway design has been reviewed, accepted and approved by the Technical Advisory Committee (TAC) representing ODOT, Washington County Public Works, FHWA and DEQ.

Improvements to the Greenburg interchange involve adding travel lanes on three ramps to accommodate turning movements, re-striping Greenburg Rd. to 4 lanes with median and intertying signals. Intersecting streets would be improved within about 100' of Greenburg as necessary for proper grade matching except at Hall Blvd. where an additional lane for right turns only is proposed for approximately 250 feet west of Greenburg. Oleson Rd., the northerly extension of Greenburg would be improved to the Greenburg intersection immediately north of Hall to accommodate a full width section in the entire intersection.

Field work began October 11, 1977 with the research into property lines and coordinates. Final field work, location phase will occur after the offered

REC'D. 1-17-79

public hearing when the revised center line will be staked (see alignment data below). Vertical control is based on OSHD leveling line 370, datum of 1929 USC & GS. The control Bench Mark used is W671, elevation 200.030- a standard bronze disk in the northeast guardrail of the Greenburg Rd. Undercrossing, Highway 217. Levels were run on the project with temporary bench marks set along the route.

Horizontal control is tied to the adjacent Hall Blvd. location of 1974 with a closure to the Highway 217 centerline. Map coordinates listed are local Plane Datum (LPD). Equating LPD coordinates to Lambert at the westerly end of the 1974 location and at the Greenburg Rd. Interchange indicate good closure. A 0° 00' 30" bearing difference is noted between this location and as indicated on R/W map 8B-20-6.

A "P" line was run on Greenburg Rd. beginning at the Highway 217 interchange and proceeding northerly to a point on Oleson Rd. about 550' north of the Hall-Greenburg-Oleson intersection. Stationing was "backed" in from similar stationing at the interchange (GB Line). It was attempted to place "P" line at the existing R/W centerline of Greenburg Rd. to facilitate the correct placement of projected improved centerline(s). Due to minor discrepancies found on the monumentation of contiguous surveys that have established the adjacent property line, it should be noted that subsequent projections of "L" line do not exactly parallel the "P" line. Profiles, ties, cross sections and connecting lines are all tied to "P" line. Where applicable, the "L" centerline shift was calculated and plotted (such as profiles and cross sections). "L" line, as shown on the Detail Map, has been staked. An improved alignment between sta 104+43.35 and 111+16.26 shown as "L^2" line was used as a construction centerline and will be staked for construction. The "P" line was measured with the EDM equipment from the Metro office.

The existing road Right-of-Way was originally 60' wide. The county has recently acquired some additional width where development plans were coordinated with the planned Greenburg improvement. Additional R/W is required to accommodate the improvements. Minimum R/W needed, with exceptions, is a width 4 feet wider than the back of sidewalk. This remaining 4 feet is reserved for the placement of utilities, poles, signs, etc. Numerous temporary construction easements are needed in addition to the new R/W. Temporary construction easement areas will be used for cut-fill slopes and road approach construction. One permanent easement is needed right of station 90+00 ± for the reconstruction of a drainage outfall. Total R/W needed for the project is approximately 58,500 Sq. Ft.. Total temporary easement needed amounts to about 33,928 Sq. Ft.. The permanent drainage easement is approximately 15,175 Sq. Ft.

Region I R/W section assisted in getting deed coverage for the properties affected by possible takings. Due to frequent ownership changes, some information may not be current. Plotting of property lines was determined by field ties to property corners, tax lot map information, private surveys and deed descriptions. Information needed to plot the property lines between Winmar Pacific, Inc. and Fringe Land Ore Ltd on several tax lots is quite sketchy and complicated. A pencil projection of those lines is on the Detail Map print and sepia to be sent to R/W section for description writing. (Note: It appears that Fringe Land and Winmar Pacific are corporately related as both ownerships involve the Washington Square Shopping Center development.)

All utilities within the project area will be affected by the proposed improvements. Portland General Electric facilities needing adjustment include both overhead and underground transmission and service lines.

General Telephone Co. of the Northwest has both aerial and underground lines affected. Manholes on the underground cable must be adjusted and are not included in the contract estimate costs.

Metzger Water District serves the project area with a water main the length of Greenburg. Valves, meters, hydrants and service lines must be relocated and adjusted as necessary. Crescent Grove Cemetery operates an underground sprinkler system for irrigation which requires adjustments.

Tigard Water District has a 16" main the length of Greenburg. Both water mains might need to be lowered in two "thru-cut" areas once the existing water line grades are known.

A Northwest Natural Gas main is located along Greenburg between Hall and Hwy 217. Vertical adjustments are also a possibility in the "thru-cuts". Valve boxes can be adjusted to the finish grade as necessary.

The Unified Sewerage Agency collectors on Oleson, Hall, Greenburg, Lehmann and Mapleleaf will be affected only by vertical adjustments to manholes. These adjustments are included in the contract estimate items. The possibility exists of adjustments needed to service laterals as exact grade of laterals has not been made known.

All utilities shown on the Detail Map are projections based on available utility mapping. Exact location of underground facilities was not done. Therefore, exposure of underground utilities is advisable before construction begins to confirm the needs for adjustment. Ted Inloes, Region I Utilities Engineer, will prepare an estimate of reimburseable adjustment costs. A preliminary report was made on April 4, 1978 based upon the design concepts and project limits at that time. The interchange revisions and added lanes at Hall Blvd. and Entrance #7 (to Washington Square) will increase utility involvement over the April 4 report.

In addition to utilities listed on the Detail Map, Pacific Northwest Bell has been granted a permit to install an underground line along Oleson Rd. and Greenburg near Hall Blvd. Gary Kennen, Metro Branch Utilities Specialist, and PNB are coordinating the design and installation to be compatible with the proposed Greenburg design.

Maps and lists outlining existing utilities and probable adjustments have been forwarded to Ted Inloes for review and a final cost estimate of reimburseable utilities adjustments.

The base design provided by the Location Section, Salem, calls for an aggregate base of 4", Plant Mix Bituminous Base - 7" and an Asphalt Concrete Wearing Surface (Cl. 'B') of 2". In areas where the existing roadbed is incorporated into the base, a 2" minimum overlay of PMBB is to be followed by the 2" wearing surface and 2" final stage. Due to the urban location of the project, commercial material sources are expected. The Region Geology Section has reviewed the project and no unusual problems are expected with cut or fill slopes or foundation.

DRAINAGE: A Drainage map was prepared outlining the contributing drainage areas. Spacing of inlets was dictated by grade, driveways, contributing side drainage and alignment changes.

Six separate drainage termini are used. The northerly side of Hall Blvd. west of Oleson Rd. and all of Oleson Rd. flows north along Oleson to the existing collector stream crossing about 800' north of Hall. This crossing is identified by county public works department as substandard, but will be unchanged by the present improvements. Two driveway culverts in the roadside ditch are the only drainage work proposed within this basin.

Sheet 4 of 7

The remainder of Hall Blvd. is drained by a storm sewer easterly from the intersection into the roadside ditch. The system on the south side of Hall must be reconstructed due to curb line relocating and the added lane to Hall.

South of Hall along Greenburg the run-off has in the past divided at the sag. The easterly side draining east between tax lot 1300 and 902 (sta 90+75±) and the west draining westerly into the Washington Square Shopping Center area. The easterly drainage is also being used to drain the parking area, tax lot 1300, of the Benjamin Franklin Savings and Loan development. Approximately 3 acres of parking lot and buildings contributes to this drainage in addition to the proposed storm sewer on Greenburg.

The westerly outfall in this basin is carried by an open ditch into the Washington Square Storm Sewer approximately 470' west (Rt.) of sta 91±. Past maintenance of the ditch has reduced the gradient to nearly zero so reconstruction of the ditch is needed. Contributing side drainage in this basin, westerly side, occurs north of the furniture store, sta 84+50 - 87+00, and is included within the design. The furniture store itself and the almost flat area to the south right of sta 87+00 - 90+00 are not included as contributors as the curb grade line will prohibit the run-off from entering the roadway. Future development of the area immediately adjacent to the roadway should be designed to drain separately to the outfall ditch. South of the outfall ditch no side drainage enters the system. The storm sewer in this basin is designed with a minimum cover due to the high outfall elevations available. No culverts cross the roadbed in this basin.

The summit is reached at sta 96+25 where the run-off flows north to the previous basin and south to an existing system at the Greenburg Interchange. Once again the right (west) and left (east) side drainages empty to separate outfalls. The left side drainage consists mainly of the roadbed with some contributing side drainage entering at Locust St. and Mapleleaf St. Existing culverts draining Mapleleaf will be tied in, but planned development in this area will provide separate drainage for all lands south of Locust and east of Greenburg. The contributing drainage at Locust enters the system by way of roadside ditches which intercept run-off between Locust and Coral to the north and east. Future urbanization to Locust St. (if any) will intercept this contributor and drain to the east.

The right side drainage south of the summit, sta 96+25, consists of roadbed run-off and the side drainage from the Crescent Grove Cemetery. Cemetery run-off occurs mainly at two driveways where inlets will be placed. No side drainage occurs south of the cemetery.

The proposed system south of the summit will tie into the existing Greenburg Interchange system left and right of sta 111±. However, construction of a third southbound lane between sta 112 and 117 will jeopordize the existing CMP storm sewer on the right which has a plugging problem at the sag at sta 115. Replacement of the right side system to the tie-in point at sta 116+20 is recommended. Dual inlets at the sag should alleviate the plugging problem.

The system south of the summit is designed with adequate cover as outfall elevation is not a problem.

The estimate calculations are divided into two phases. Phase I is all construction to sta 112+00± and is based on design concepts held prior to the July 12, 1978 TAC meeting plus the Hall Blvd. added lane.

Phase II represents the improvements of Greenburg south of the Washington Square access no. 7 at sta 112+00± and improvements to the interchange ramps recommended by Transportaion Analysis to maintain a 1990 level of service "D".

Quantity Summaries and Cost Estimates are included in the estimate

(12)

data for Phase I and the entire project (Phase I & II) for comparative purposes. It was suggested by staff at the July 12 TAC meeting that funding categories of the 2 phases might be different.

Following is an item by item discussion of the various estimate items and their calculations:

MOBILIZATION: Calculated as 8% of remaining items as per usual practice.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC: Calculated as 3% of remaining items. Work would consist of handling and placing warning signs and devices to control and direct traffic during construction activity. Traffic could be detoured during daily periods via 90th Ave., Hall Blvd. and Coral or Locust St. for the construction of the two thru-cuts on Greenburg. The residences, businesses, cemetery and church would , however, require continued access. Once the thru-cuts are graded and the aggregate base laid, traffic could be staged to one side during subsequent construction.

FLAGMEN would be necessary during any traffic staging. Estimated hours of flagging time are based on length of contract with a minimum of two flagmen per day.

Quantities for TEMPORARY SIGNS, TEMPORARY BARRICADES and TEMPORARY PLASTIC SAFETY MARKERS are based on the assumption that traffic detours will be made. Temporary signs also include advance warning signs for "construction". Temporary plastic markers will be primarily used during application of pavement. Signing will be needed in the Washington Square parking accesses since much traffic enters the project area from here.

CLEARING AND GRUBBING the project requires the removal of grass, brush and trees alongside the existing roadway. Approximately 30 mature trees over 8" in diameter must be removed. Only 9 trees are over 16". No practical jobsite means of disposal exists so all removed material must be transported from the area. The total area to be cleared is about 3 acres.

A list of REMOVAL OF STRUCTURES AND OBSTRUCTIONS includes culverts, curbs, fences, signs, concrete bases, inlets, sidewalks and guardrail. Items not placed in embankment areas would be hauled to a non-jobsite disposal.

Approximately 100 C.Y. of DITCH EXCAVATION is required to improve two drainage outfalls. (See drainage paragraph)

Roadway earthwork involves about 5,600 C.Y. of GENERAL EXCAVATION. Approximately 1,700 C.Y. of material is classed as excess. If Phase I & II are constructed separately, the excess is increased to about 2,400 C.Y. on Phase I with a material deicit of 700 C.Y. for Phase II. In the event of separate contracts, Phase II earthwork would be changed to embankment measure.

TRENCH EXCAVATION is based on standard pay widths for culvert construction from either subgrade or existing ground to bottom of pipe. Excavation below grade is not expected. All trenches are 4 feet or less in depth.

FINISHING ROADBED AND SLOPES is calculated at $3,500/mile and includes all lines constructed.

WATERING for the project is available on the project from water district hydrants. Permission to draw from jobsite sources would be left to the contractor to obtain. About 71 M-gal of water is needed for embankment and base compacting. A separate allowance for dust control was not made.

Surfacing items including PLANT MIX BITUMINOUS BASE, AGGREGATE BASE, CLASS 'B' ASPHALTIC CONCRETE, ASPHALT IN MIX and ASPHALT IN TACK were calculated using a specific gravity of 2.90. (See Base Design and calculation sheets) Commercial sources of materials are expected to be adequate.

SEWER PIPE sizes include 8", 10", 12", 15" and 18". Between sta 85+00 and 96+00 available cover is minimal so the strongest class of pipe will be required. Sizing of the system was based on concrete pipe except the 18".

Where pipes cross the existing roadway that is to be incorporated in the base EXTRA FOR PIPE UNDER PAVEMENT was included.

CONCRETE MANHOLES are needed where grade and alignment breaks do not coincide with inlet spacing. Type "B" cast-in-place manholes will adequately serve the system.

CONCRETE INLETS, TYPE GG-1 were chosen for use. Special grates or standard grates modified by cross straps should be used due to expected bicycle traffic.

TYPE 2A GUARD RAIL, TYPE 1&2 ANCHORS and END PIECE "C" items are encountered in the ramp widenings (Phases II). Existing rail members and posts installed in 1974 could be incorporated into the final product if conditions allow.

A 6 foot CONCRETE WALK is proposed on Greenburg except adjacent to Crescent Grove Cemetery where a 2 foot wide concrete strip will allow occasional pedestrian use. The reduced width was initiated by Washington County Public Works personnel during property owner liason. The cemetery owner was concerned about potential damage and littering by expected pedestrian and bicyle traffic and the need to remove trees along the front of the cemetery to accommodate a 6 foot wide sidewalk.The sidewalk is eliminated entirely between sta 87+40 and 88+90, left, where the developers adjacent have asked the county to utilize the sidewalk circling their drive so that landscaping planned will save the small stand of pines at the property line. At street intersections the sidewalks were extended around the curb radius far enough for the striping of crosswalks adjacent, but outside the Greenburg traffic.

CONCRETE DRIVEWAYS in conjunction with the sidewalks and curbs will maintain esthetic continuity and provide adequate drainage control where negative grade drives are needed. Additional paved approach construction is neededfor some concrete drives to allow adequate grade.

CONCRETE CURB, TYPE "A" with 7" curb exposure is proposed for Greenburg and Hall. At various approaches and the "C" line ramp CONCRETE CURB, TYPE "C" is proposed.

EXTRA FOR ASPHALT APPROACH is included where all approaches and street connections will require hand work.

Ramp widening (Phase II only) will necessitate the removal and replacement of DELINEATORS. None are proposed on the main line.

ADJUSTING MANHOLES involves vertical adjustment of plus or minus 1 foot to 10 sanitary sewer manholes.

SETTING MAILBOX POSTS involves about 8 mail boxes; movement from the existing location(s) and finally to a location approved by the Tigard Post Office. The county has proposed these be moved to the nearest connecting street since through traffic on Greenburg adjacent to the curb will tend to conflict with the delivery vehicle. Also, if mailboxes are placed adjacent to the curb they become a potential obstruction to pedestrian and bicycle traffic. The Tigard Postmaster could not be reached for comment.

ROADSIDE SEEDING AND MULCHING of about 0.8 acre is included in the estimate. The constructing engineer should confer with adjacent property owners where very small areas between the sidewalk and property line might conflict with the owners use. No erosion problems are anticipated with the 5' high maximum slopes on Phase I. Phase II will involve fill slopes of up to 20' in height that will definitely need to be seeded or landscaped. All slopes are 2:1 to $1\frac{1}{2}$:1.

PERMANENT SIGNS are estimated to cost about $1000. No specific signs were studied. A final signing plan must be developed during final design.

SALVAGE AND REINSTALL SIGNS: Four signs on the southbound exit ramp, Greenburg Road Interchange with Hwy 217, will be affected by the Phase II construction. These signs are mounted on 4X6 wood posts and can be easily salvaged and reinstalled at the proper final location.

INTERTIE SIGNALS should be done to help the traffic flow between Washington Square entrance no. 7 and the interchange. The installation of signals at the four ramp intersections with Greenburg is underway. Ron Failmetzger, Region I Traffic Engineer, was informed of the plans for intertying and ramp widening.

The HALL BLVD SIGNAL INSTALLATION costs were provided by Thomas Schwab, Transportation Analysis Engineer.

STRIPING: Striping costs were estimated on the standard work sheet based upon the design shown on the location detail map. A final striping plan must be done in the final design stage.

REMOVE AND REINSTALL SIGNAL is for the removal of the signal at Hall and Greenburg (to be replaced -- see above) and the reinstallation at entrance no. 7 to Washington Square. This signal is the property of the Washington Square parent company and funding its movement will be negotiated by County, State and owner. Actual movement can be done under contract, but this is also negotiable. Intertying with the interchange ramp signals will be included in the contract. (See above)

RIGHT OF WAY costs cannot yet be determined. Washington County will be handling the negotiations , but have asked the State to prepare descriptions of parcels needed. Deed copies, surveys and maps are included in the estimate data for description writing.

UTILITIES to be adjusted and reimbursed with project funds will be determined by Ted Inloes, Region I Utilities Engineer.

QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheet

ection S.W. Oak St. To S.W. Hall Blvd. Unit PHASE II Includes Pt. 1 + Inter-ch. modifir.
ighway S.W. Greenburg Rd. County Washington Prefix 234-1956
ength 0.84 Designer E.C. Purdy, Res. Loc.E. Draftsman E.H. Wooldridge Date 8/9/78

Grading and Surfacing Items

UNIT PRICES furnished by Ernie Bagsdale, Cost Analysis Section

Item	Unit	Net	10% Allow	Gross	Price	Amount
. MOBILIZATION	LUMB SUM	ALL		100%		42,582
. TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LUMP SUM	ALL		100%		15,968
. FLAGMEN	HOUR	600		600	18.00	10,800
. TEMPORARY SIGNS	SQ. FT.	500		500	6.50	3,250
. TEMPORARY BARRICADES	EACH	36	4	40	80.00	3,200
. TEMPORARY PLASTIC SAFETY MARKERS	EACH	14		14	70.00	980
. CLEARING AND GRUBBING	LUMP SUM	ALL		100%		9,000
. REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL		100%		12,000
. DITCH EXCAVATION	CU YD.	97	3	100	12.00	1,200
0. GENERAL EXCAVATION	CU YD.	5123	477	5,600	4.50	25,200
1. TRENCH EXCAVATION	CU YD.	1058	42	1,100	6.00	6,600
2. FINISHING ROADBED AND SLOPES	LUMP SUM	ALL		100%		4,200
3. WATERING	M-GAL	93		93	10.00	930
4. PLANT MIX BIT. BASE	TON	6520	80	6,600	17.00	112,200
5. AGGREGATE BASE	TON	4721	79	4,800	7.50	36,000
6. CLASS 'B' ASPHALTIC CONCRETE	TON	2739	61	2,800	12.00	33,600
7. ASPHALT CEMENT IN MIX	TON	542		542	85.00	46,070
3. ASPHALT IN TACK	TON	4.3	0.7	5	200.00	1,000
9. 8 INCH SEWER PIPE	L.F.	105	5	110	8.00	880
0. 10 INCH SEWER PIPE	L.F.	160		160	10.00	1,600
1. 12 INCH SEWER PIPE	L.F.	2689	11	2,700	11.00	29,700
2. 15 INCH SEWER PIPE	L.F.	258	2	260	15.00	3,900
3. 18 INCH SEWER PIPE	L.F.	637	3	640	18.00	11,520
. EXTRA FOR PIPE UNDER PAVEMENT	L.F.	613	7	620	10.00	6,200
5. CONCRETE MANHOLE	EACH	5		5	1,200.00	6,000
6. CONCRETE INLET, TYPE CG-1	EACH	19	1	20	600.00	12,000

(2)

ANTITY SUMMARY & COST EST TE

Sheet 2 of 2 Sheet

ection S.W. Oak St. To S.W. Hall Blvd. Unit
ighway S.W. Greenburg Rd. County Washington Prefix 234-1956
ength 0.84 Designer E.C. Purdy, Res. Loc.E. Draftsman E.H. Wooldridge Date 8/9/78

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
27. TYPE 2A GUARD RAIL	L.F.	900		900	10.00	9,000
28. TYPE 1 ANCHOR	EACH	3		3	250.00	750
29. TYPE 2 ANCHOR	EACH	2		2	275.00	550
30. TYPE C END PIECE	EACH	3		3	100.00	300
31. CONCRETE WALKS	SQ. YD.	2876	4	2880	10.00	28,800
32. CONCRETE DRIVEWAYS	SQ. YD.	323	7	330	15.00	4,950
33. CONCRETE CURB, TYPE A	L.F.	6352		6352	6.75	42,876
34. CONCRETE CURB, TYPE C	L.F.	276	4	280	5.00	1,000
35. EXTRA FOR ASPHALT APPROACH	EACH	26		26	170.00	4,420
36. DELINEATORS	EACH	18		18	18.00	324
37. ADJUSTING MANHOLES	EACH	10		10	250.00	2,500
38. SETTING MAIL BOX POST	EACH	8		8	50.00	400
39. PERMANENT SIGNS	SQ.FT.				*	1,000
0. SALVAGE AND REINSTALL SIGNS	LUMP SUM					500
1. ROADSIDE SEED AND MULCH	AC	0.7	0.1	0.8	600.00	480
2. INTERTIE SIGNALS	LUMP SUM				*	6,000
3. HALL BLVD. SIGNAL INSTALLATION					*	50,000
* COSTS FURNISHED BY Thomas Schwab, Transportation Analysis Engineer						
UBTOTAL (CONTRACT ITEMS)						590,830
XTRA WORK: STRIPING (SFO)						6,000
UBTOTAL						596,830
NGINEERING AND CONTINGENCIES (20%)						119,366
UBTOTAL						716,196
DDITIONAL ANTICIPATED ITEMS						
REMOVE AND REINSTALL SIGNAL (FUNDED BY OTHERS)						27,000
RIGHT OF WAY						
UTILITIES						

Total

③

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

ction S.W. Oak St. To S.W. Hall Blvd. Unit Phase I (Sta. 78+15 - 112+00)
hway S.W. Greenburg Rd. County Washington Prefix 234-1956
ngth ~~0.84~~ 0.64 Designer E.C. Purdy, Res. Loc.E. Draftsman E.H. Wooldridge Date 8/9/78

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
. MOBILIZATION	LUMP SUM					35,531
. TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LUMP SUM					13,324
. FLAGMEN	HOUR	500		500	18.00	9,000
. TEMPORARY SIGNS	SQ. FT.	416	14	430	6.50	2,795
. TEMPORARY BARRICADES	EACH	36	4	40	80.00	3,200
. TEMPORARY PLASTIC SAFETY MARKERS	EACH	14		14	70.00	980
. CLEARING AND GRUBBING	LUMP SUM	ALL		100%		7,500
. REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LUMP SUM	ALL		100%		6,000
. DITCH EXCAVATION	CU YD.	97	3	100	12.00	1,200
0. GENERAL EXCAVATION	CU YD.	4,438	62	4,500	4.50	20,250
1. TRENCH EXCAVATION	CU YD.	850	10	860	6.00	5,160
2. FINISHING ROADBED AND SLOPES	LUMP SUM	ALL		100%		2,500
3. WATERING	M-GAL	71		71	10.00	710
4. PLANT MIX BIT. BASE	TON	5,566	34	5,600	17.00	95,200
5. AGGREGATE BASE	TON	3,815	85	3,900	7.50	29,250
6. CLASS 'B' ASPHALTIC CONCRETE	TON	2,503	97	2,600	12.00	31,200
7. ASPHALT CEMENT IN MIX	TON	469	1	470	85.00	39,950
8. ASPHALT IN TACK	TON	3.9	0.1	4	200.00	800
9. 8 INCH SEWER PIPE	L.F.	105		105	8.00	840
0. 10 INCH SEWER PIPE	L.F.	160		160	10.00	1,600
1. 12 INCH SEWER PIPE	L.F.	2,689	11	2,700	11.00	29,700
2. 15 INCH SEWER PIPE	L.F.	258	2	260	15.00	3,900
3. 18 INCH SEWER PIPE	L.F.					
4. EXTRA FOR PIPE UNDER PAVEMENT	L.F.	365		365	10.00	3,650
5. CONCRETE MANHOLE	EACH	4		4	1,200.00	4,800
6. CONCRETE INLET, TYPE CG-1	EACH	16		16	600.00	9,600

(4)

OREGON STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheet

ction S.W. Oak St. To S.W. [illegible]ll Blvd. Unit Phase I (Sta. 78+15 - 112+00)
ighway S.W. Greenburg Rd. County Washington Prefix 234-1956
ength ~~0.84~~ 0.64 Designer E.C. Purdy, Res. Loc.E. Draftsman E.H. Wooldridge Date 8/9/78

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
27. TYPE 2A GUARD RAIL	L.F.					
28. TYPE 1 ANCHOR	EACH					
29. TYPE 2 ANCHOR	EACH					
30. TYPE C END PIECE	EACH					
31. CONCRETE WALKS	SQ. YD.	2,470		2,470	10.00	24,700
32. CONCRETE DRIVEWAYS	SQ. YD.	323	7	330	15.00	4,950
33. CONCRETE CURB, TYPE A	L.F.	5,760		5,760	6.75	38,880
4. CONCRETE CURB, TYPE C	L.F.	226	14	240	5.00	1,200
5. EXTRA FOR ASPHALT APPROACH	EACH	26		26	170.00	4,420
6. DELINEATORS	EACH					
7. ADJUSTING MANHOLES	EACH	10		10	250.00	2,500
8. SETTING MAIL BOX POST	EACH	8		8	50.00	400
9. PERMANENT SIGNS	SQ.FT.				*	1,000
0. SALVAGE AND REINSTALL SIGNS	LUMP SUM					
1. ROADSIDE SEED AND MULCH	AC	0.4	0.1	0.5	600.00	300
2. INTERTIE SIGNALS	LUMP SUM				*	6,000
3. HALL BLVD. SIGNAL INSTALLATION					*	50,000
* COSTS FURNISHED BY Thomas Schwab, Transportation Analysis Engineer						
UBTOTAL (CONTRACT ITEMS)						492,990
XTRA WORK: STRIPING (SFO)						3,400
UBTOTAL						496,390
GINEERING AND CONTINGENCIES (20%)						99,278
UBTOTAL						595,668
DITIONAL ANTICIPATED ITEMS						
REMOVE AND REINSTALL SIGNAL (FUNDED BY OTHERS)						27,000
RIGHT OF WAY						
UTILITIES						

(5)

9L B

Form FHWA 121 (Rev. 5-73)

B

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: January 15, 1979

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-9207(1)
Hwy. 217 to SW. Hall-Greenburg Road
Final Negative Declaration

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section, ODOT
Salem, Oregon

The final negative declaration was approved January 9, 1979 by this office.

The original signed copy of the Title Sheet was hand-carried to your Environmental Section for immediate processing.

Original Signed By
R. V. RIED
Environmental Coordinator
Engineer
G. L. Green

NOTED
H.S. COULTER

cc:
ODOT (H S Coulter)
ODOT (E S Hunter)
ODOT (D E Swan)
ODOT (R Bothman)

RECEIVED
STATE HWY ENGR
JAN 17 '79
REFER TO
FOR
Info Inves R/D C&[illegible] Sign Act File

D

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

December 15, 1978

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Final Negative Declaration
Highway 217 to S.W. Hall-
Greenburg Road
Washington County

The subject final negative declaration has been reviewed and determined to adequately cover the social, economic and environmental impacts of the project. Study Committee was not convened because only minor changes to the draft negative declaration were necessary.

If you concur, please sign all copies and return the original plus four copies to this office for transmittal to the Federal Highway Administration for concurrence.

GAP:CG:ss

Attachments

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
Ed Hardt

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
DEC 18 '78
REFERRED TO
FOR

FINAL NEGATIVE DECLARATION

Highway 217 to S.W. Hall - Greenburg Road

Washington County

Oregon Department of Transportation
Metropolitan Branch

PREFACE

The content of this Final Negative Declaration is essentially unchanged from the draft document. The restriping and signal installation mentioned on Page 9 is now completed. A public notice advertising the document's availability and an offer for a hearing was published on November 8, 1978, and November 15, 1978, in The Oregonian, Tigard Times, Community Press, and the Valley Times.

Copies of this document were distributed to the Oregon Department of Transportation staff, Washington County, Washington Square, Lincoln Center, the Beaverton and the Tigard libraries, COP #3, CPO #4, and to the Gethsemene Church. 480 letters concerning availability of this document and offering a public hearing were sent to interested parties. A copy of the public notice is shown in Appendix B.

Erratum: On page 27, Table 4, the title of the righthand table should be corrected to read, "L_{eq} Noise Levels During Peak Truck Hours."

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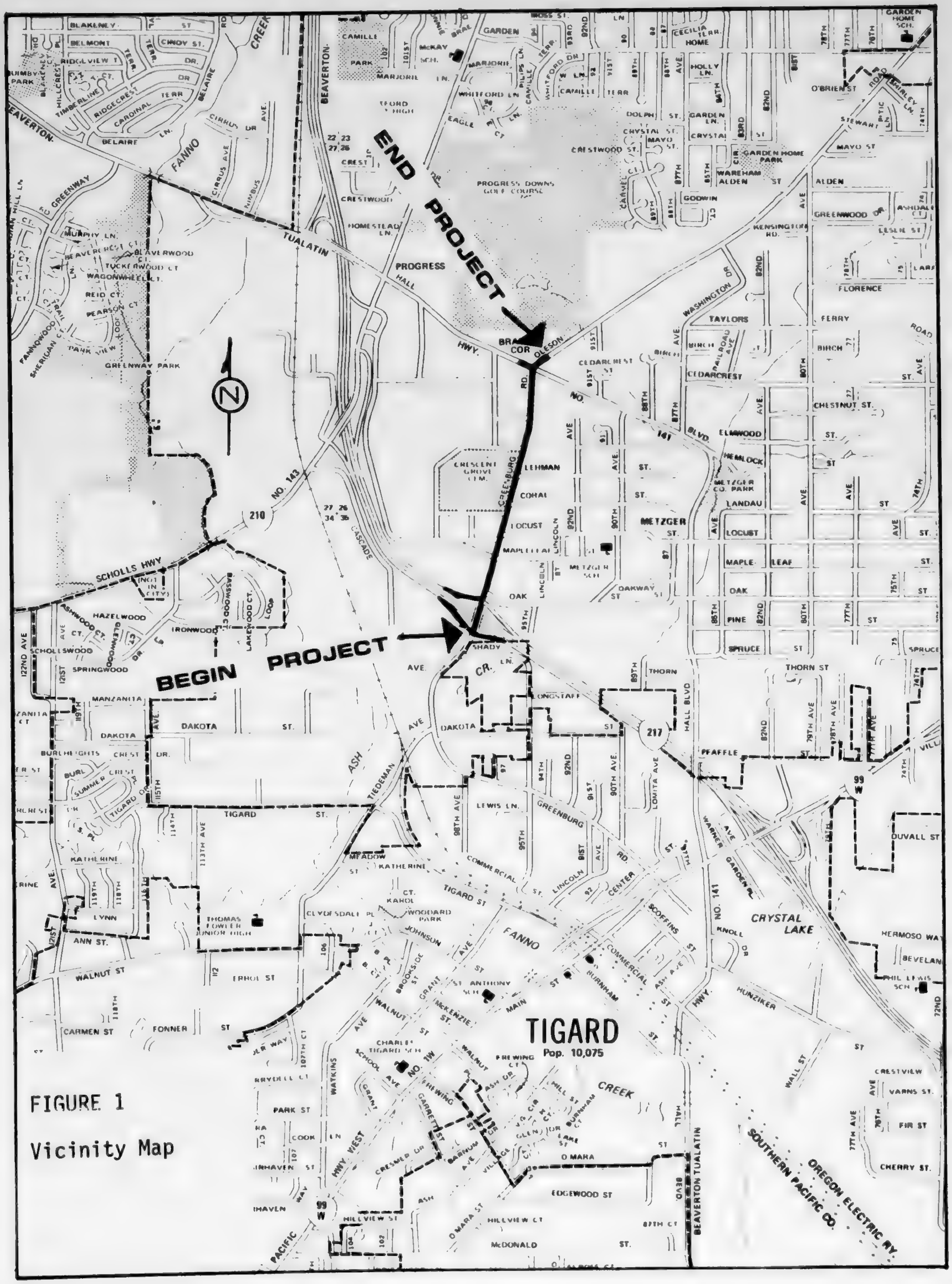


END PROJECT
BEGIN PROJECT
TIGARD
Pop. 10,075
PROGRESS DOWNS GOLF COURSE
METZGER
CRYSTAL LAKE
TUALATIN HWY. NO. 141
SCHOLLS HWY
GREENBURG RD.
HALL BLVD
217
99W
210
SOUTHERN PACIFIC CO.
OREGON ELECTRIC RY.

FIGURE 1

Vicinity Map

DRAFT NEGATIVE DECLARATION

Highway 217 to S.W. Hall - Greenburg Road

This project is advanced by administrative action of the Oregon Department of Transportation (ODOT) in consultation with the Federal Highway Administration (FHWA),

I. LOCATION AND SITUATION

The project lies just north of the City of Tigard in eastern Washington County. The section of Greenburg Road which is proposed for improvement extends from Northwest Hall Boulevard on the north to and including the ramps of the Greenburg Road/Highway 217 Interchange on the south (Figure 1).

Greenburg Road has four of the seven entrances to the more than 1.1 million square foot shopping center, Washington Square (see Figure 2). In 1976 about half of the 11 million car trips to and from the Square used Greenburg Road. 1978 daily traffic volumes on Greenburg Road ranged from 17,600 on the south to 7150 along the Crescent Grove Cemetery (see Figure 2). Washington Square anticipates building new facilities in the near future which would generate an estimated additional 6,700 automobile trips per day on Greenburg Road. In addition, Lincoln Savings and Loan plans to build a 370,000 square foot commercial office and restaurant facility (Lincoln Center) across Greenburg Road from Entrance #7 to Washington Square. This facility, when complete, would generate another 4,700 car trips per day.

Besides serving these existing and potential commercial sites immediately adjacent to the study area, Greenburg Road also connects with Highway 99W and the City of Tigard less than a mile to the south, and via Hall Boulevard and the Beaverton-Tualatin Highway, with the City of Beaverton two miles to the

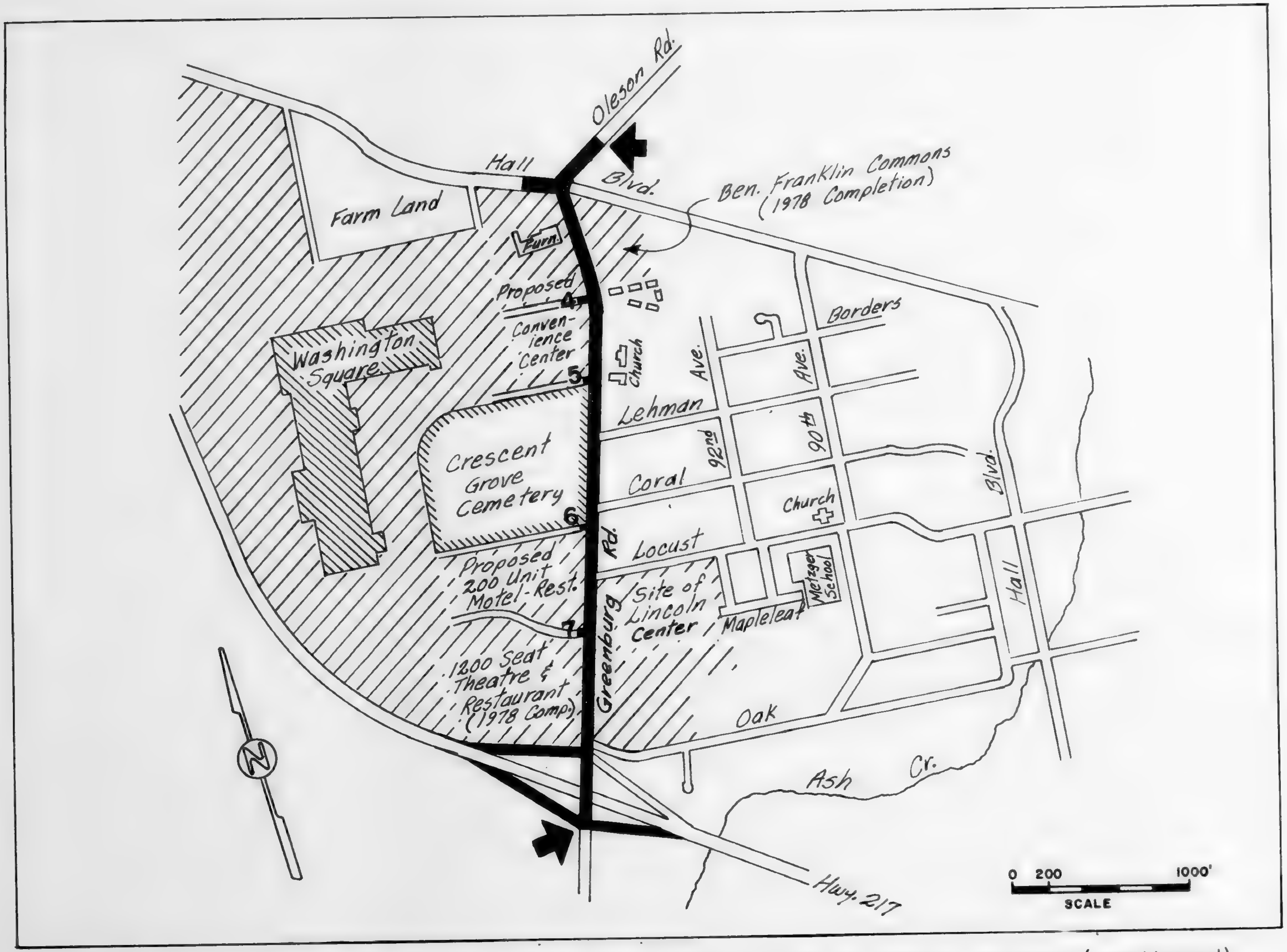

Oleson Rd.
Hall
Blvd.
Farm Land
Furn.
Ben. Franklin Commons
(1978 Completion)
Proposed
4
Conven-
ience
Center
5
Church
Washington
Square
Borders
Ave.
Ave.
Lehman
92nd
90th
Crescent
Grove
Cemetery
Coral
Blvd.
Church
6
Locust
Rd.
Proposed
200 Unit
Motel-Rest.
Greenburg
Site of
Lincoln
Center
Mapleleaf
Metzger
School
Hall
7
1200 Seat
Theatre &
Restaurant
(1978 Comp.)
Oak
Ash
Cr.
N
Hwy. 217
0
200
1000'
SCALE

Figure 2. Relationship of project to commercial areas (hachured) and residential patterns (unpatterned). Washington Square entrances off Greenburg Road are numbered.

west.

Even if the proposed Lincoln Center and Washington Square's new facilities were not built, Greenburg Road would still face serious problems. Without these new developments, traffic is predicted to increase by approximately 33 percent on Greenburg Road over the next 20 years. With these developments, it is predicted to increase approximately 67 percent in the same period. In either case these increases would produce an intolerable degree of traffic congestion on Greenburg Road by 1999. As early as 1984, with full commercial development, there would be about a 50 percent increase in traffic.

II. PROJECT PURPOSE

Greenburg Road has been designated as an urban arterial by Washington County. The purpose of the project is to upgrade this facility to this level. Specifically, the project is intended to provide a tolerable level of service for 20 year projected traffic volumes and to improve pedestrian and vehicle safety.

III. DESCRIPTION OF ALTERNATIVES

The section of Greenburg Road considered for improvement in this project is 0.89 mile in length and extends from approximately 500 feet north of Hall Boulevard to Highway 217. Along most of its length, Southwest Greenburg Road has an existing 80 foot right-of-way. Its present configuration is four lanes with a left turn refuge from the northbound Highway 217 off-ramp to Washington Square Entrance #7 (see Figures 4 and 5). It tapers quickly thereafter to two lanes for the next 1,400 feet to a point must beyond Washington Square Entrance #5, then expands to two lanes with a left-turn refuge to its terminus at Hall Boulevard. Greenburg Road becomes Oleson Road after it crosses Hall Boulevard and shrinks to two lanes with no median. There are no sidewalks except south of Entrance #7 and the shoulders throughout the remainder of the project are very narrow or non-existent. Storm drainage is limited to an open-ditch system.

Two alternatives are advanced in this study, the No-Build and The Build. These are compared in Figures 4 and 5.

The No-Build Alternative would result in doing nothing to the project section of Greenburg Road other than normal maintenance of the existing facility.

In the Build Alternative, Greenburg Road would be widened throughout but not uniformly (see schematic, Figures 4 and 5). It is estimated that the Build Alternative would cost about $720,000.

Beginning at the north terminus and proceeding southward, the proposed design would widen Oleson Road from its present two lanes to four 14-foot lanes, including a 12-foot wide left-turn median, beginning about 500' north of the Hall Boulevard-Greenburg Road Intersection. In the southwest quadrant of that intersection, a 250-foot long 12-foot wide exclusive right turn lane from eastbound on Hall Boulevard to southbound on Greenburg Road would be added. This intersection would also be shifted eastward to improve the alignment and sight distances and curb radii lengthened.

From Hall Boulevard south to Washington Square Entrance #4, Greenburg Road would be widened to four lanes plus the 13-foot median. This configuration would taper to one northbound lane opposite Entrance #4, but the two southbound lanes would be carried to Entrance #5.

From this point on to Entrance #6, Greenburg Road would be widened to two 12-foot travel lanes plus a 12-foot left-turn median.

Entrance #6 would also be slightly realigned to meet Greenburg Road at a 90° angle. On the west side from this entrance south, an additional (second) lane would be built as far as Entrance #7.

Depending upon negotiations between Washington County, Winmar Pacific (Washington Square), and Lincoln Savings & Loan, either a three-phase or a five-phase signal would be installed at Greenburg Road and Entrance #7. Winmar Pacific owns the three-phase signal currently at Hall Boulevard and Greenburg Road which would be moved to Entrance #7. The additional cost to bring it to a five-phase is the subject of negotiation. A new five-phase signal would be installed at Hall Boulevard and Greenburg Road.

From Entrance #7 to the westbound on-ramp to Highway 217, a 500-foot long exclusive right-turn lane (onto the ramp) would be added to the present five-lane section. This section would otherwise retain its present striping with a left-turn refuge at Oak Street. Vehicles from Oak Street would be prevented from turning left onto Greenburg Road.

At the Highway 217 Interchange (Figure 5), three of the four ramps would be widened by one lane. The northbound and southbound on-ramps would become two lanes in width, the southbound off-ramp would become three lanes wide with a double left-turn and a single right-turn lane onto Greenburg Road.

The Highway 217 structure would be restriped to five lanes with left-turn refuges and an optional left-turn lane in both directions.

The three signals at Entrance #7 and at the north and south ramp terminals will be interconnected to coordinate traffic movement through this critical

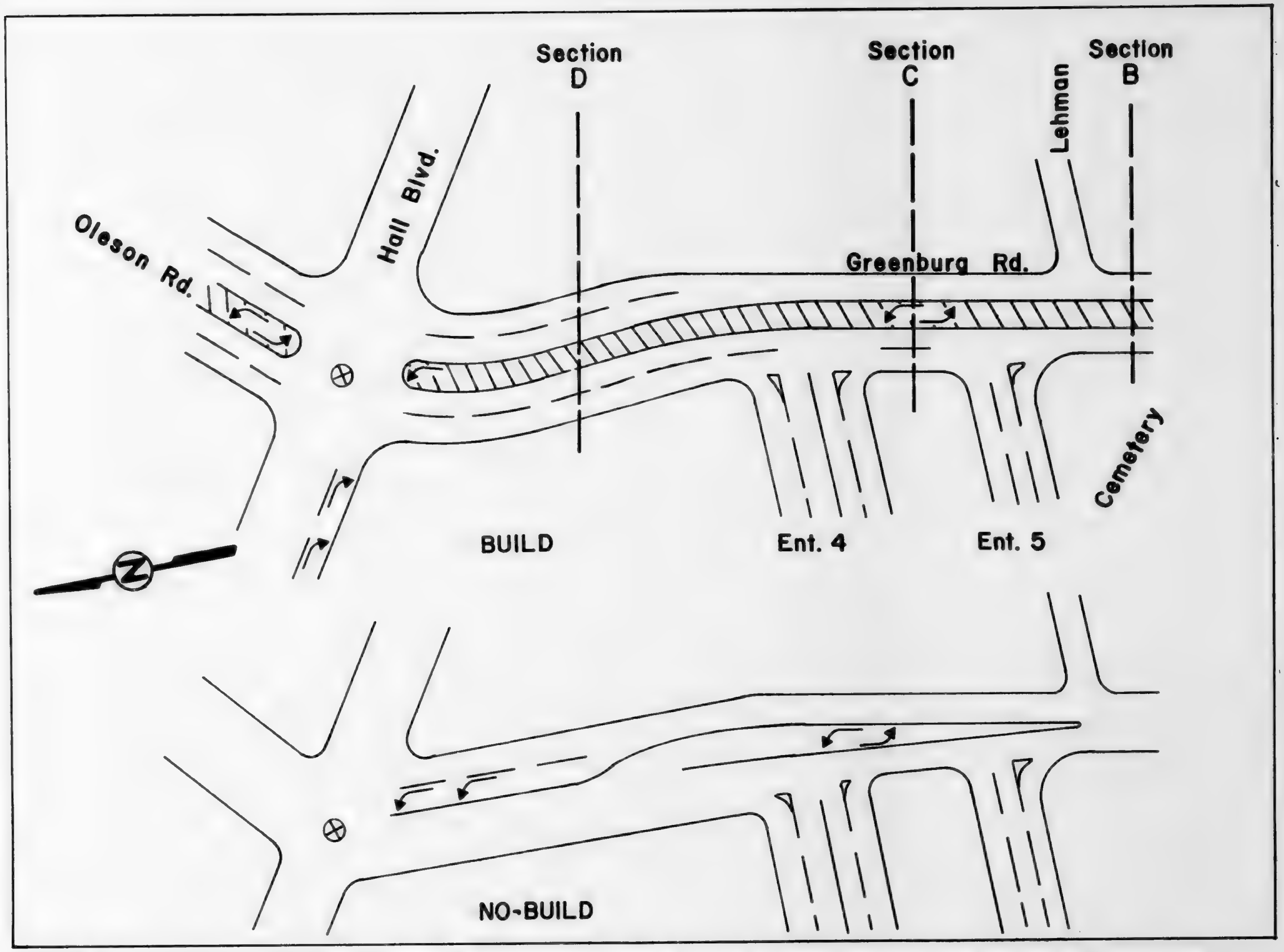
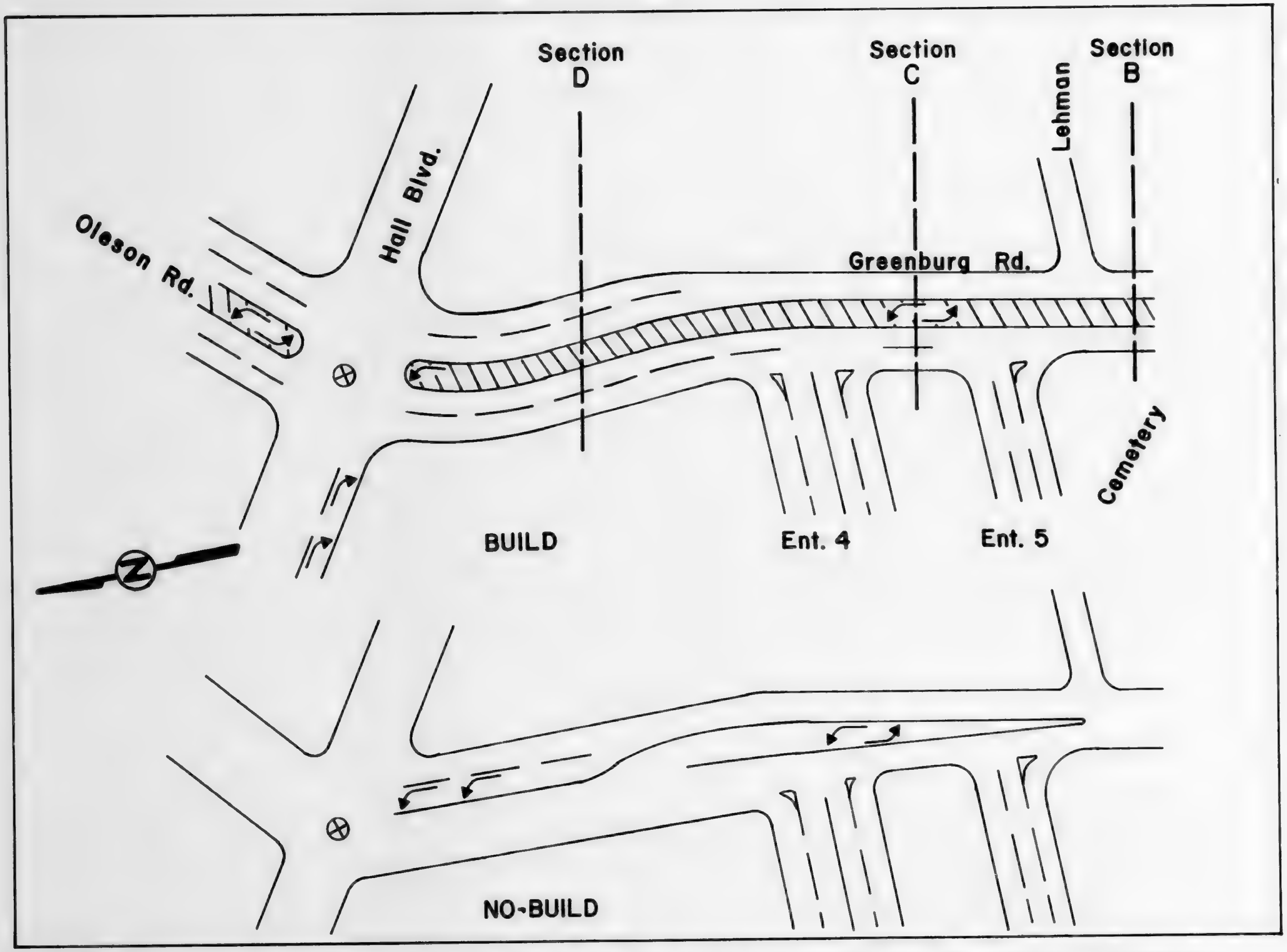

Section D
Section C
Section B
Lehman
Oleson Rd.
Hall Blvd.
Greenburg Rd.
Cemetery
BUILD
Ent. 4
Ent. 5
N
NO-BUILD

FIGURE 3 - Schematic comparison of the No-Build and the Build Alternative for the portion of Greenburg Road north of the cemetery. Cross sections indicated are depicted in Figure 6.


Section D
Section C
Section B
Lehman
Hall Blvd.
Oleson Rd.
Greenburg Rd.
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BUILD
Ent. 4
Ent. 5
N
NO-BUILD

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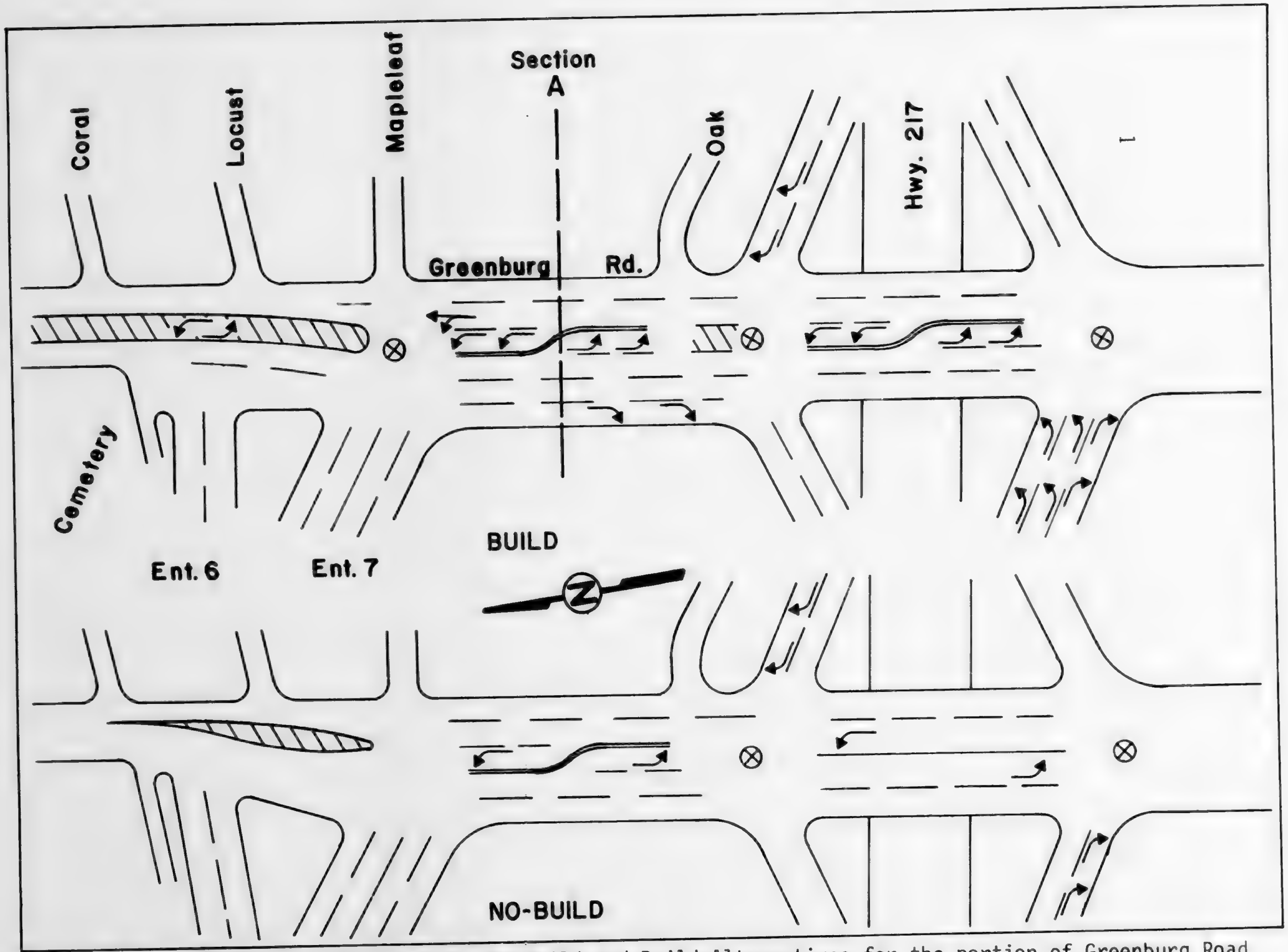

Coral
Locust
Mapleleaf
Section
A
Oak
Hwy. 217
I
Greenburg
Rd.
Cemetery
Ent. 6
Ent. 7
BUILD
N
NO-BUILD

FIGURE 4 - Schematic comparison of the No-Build and Build Alternatives for the portion of Greenburg Road south of the cemetery. Cross Section A is depicted in Figure 6.

portion of Greenburg Road. The signals at the ramp terminals have already been installed as part of a separate project which will also restripe the overpass structure to four lanes. It is presently two lanes. All traffic analysis data in this Negative Declaration assumes the completion of these improvements.

The entire length of the project, including the short section of Oleson Road, would have a sidewalk and curb along both sides of the roadway. A six-foot sidewalk is proposed on the east side of Greenburg Road as well as on the west side except for the portion fronting the cemetery. In an effort to avoid impacting the grounds and vegetation of the cemetery, a narrow two-foot sidewalk is being considered.

A tiled and covered storm drain to replace the open ditches is proposed as a component of this project.

In the Build Alternative, the roadway would be lowered in elevation along two sections. A shallow 300-foot long reduction in height would be made along the Canyon Furniture portion to keep the proposed sidewalk level with their parking lot. Eight hundred linear feet of cut, to a maximum depth of 18 inches, would extend southward from just north of Entrance #5 to a point 90 feet north of Coral Street. The longer cut would serve a dual purpose. It would improve the sight distance over the crest of the roadway which is near Lehman Street. It would also eliminate the need for slope easements by adjusting the road height relative to that of adjacent properties. The 4,000 cubic yards of material removed would be used as fill for the new ramp lanes. There would be about 1,800 cubic yards of surplus excavated material. This would be taken to the Durham Disposal site.

The Build Alternative proposes no special consideration for bicycles. The sidewalks would be ramped and could be used by a bicyclist; however, if a two-foot wide sidewalk section is installed adjacent to the cemetery, this portion would not be desirable for bicycle use (see discussion under Traffic Impacts). Typical cross sections for the Build Alternative are shown in Figure 6.

IV. OTHER ALTERNATIVES CONSIDERED BUT NOT ADVANCED

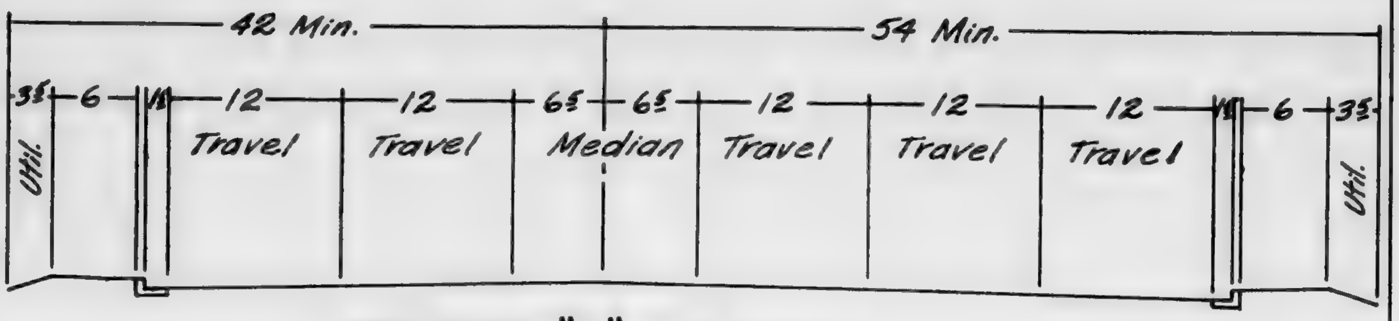
Development of Washington Square's vacant land and Lincoln Center's 11 acres appears inevitable and reasonable as both developments would be consistent with the county's tentative land use policies. Technically, however, the developments cannot occur without meeting the requirements of Indirect Source Permits from the Department of Environmental Quality. These permits have been issued, but with certain improvements to Greenburg Road (included as a part of the Build Alternative) as conditions of the permits.

In light of these circumstances, it could be concluded that the proposed project is allowing this development to occur; hence the project could be considered responsible for the impacts created by these large developments.

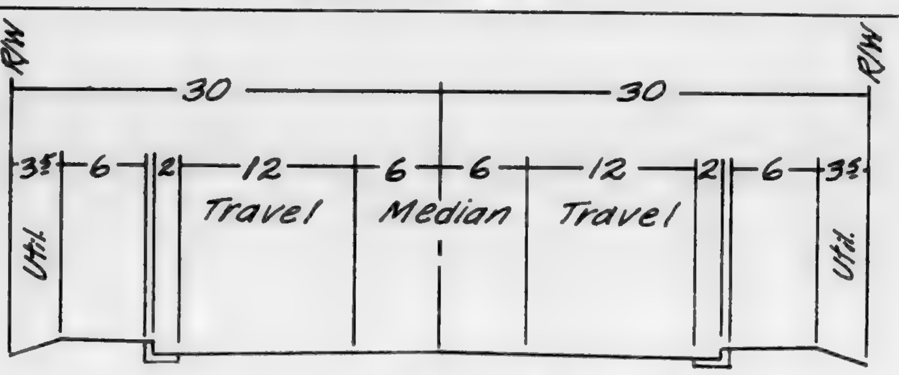
For the sake of comparison, a hypothetical alternative or scenario was studied in order to determine what environmental conditions would prevail if improvements to Greenburg Road were to occur and Washington Square and Lincoln Center were not permitted to develop.

The assumed improvements to Greenburg Road were those that would be necessary to adequately serve existing land use and future regional growth, but not the Washington Square additions or Lincoln Center.

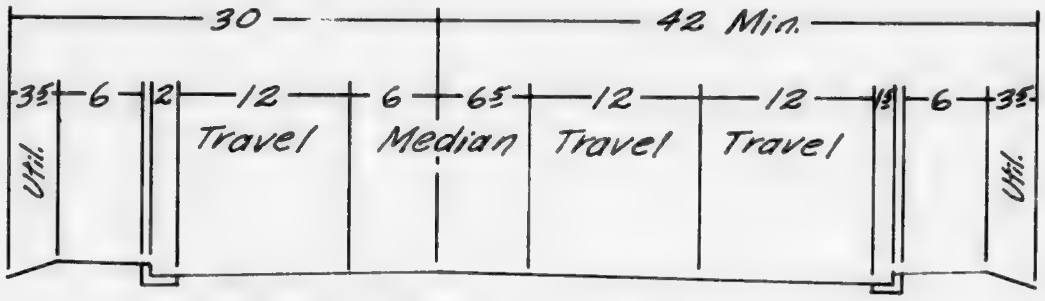
This hypothetical alternative would cost approximately $330,000 and consist of new travel surfaces on Greenburg Road only at three points. On the


42 Min.
54 Min.
3½
6
1½
12
12
6½
6½
12
12
12
1½
6
3½
Util.
Travel
Travel
Median
Travel
Travel
Travel
Util.

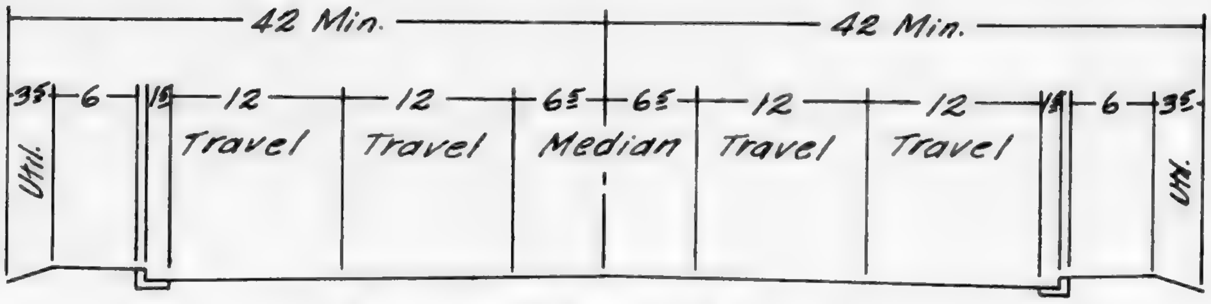
SECTION "A" (5 Lane)
Ent. 7 to 217


R/W
R/W
30
30
3½
6
2
12
6
6
12
2
6
3½
Util.
Travel
Median
Travel
Util.

SECTION "B" (2 Lane)
Along Cemetery


30
42 Min.
3½
6
2
12
6
6½
12
12
1½
6
3½
Util.
Travel
Median
Travel
Travel
Util.

SECTION "C" (3 Lane)
Ent. 4 to Ent. 5


42 Min.
42 Min.
3½
6
1½
12
12
6½
6½
12
12
1½
6
3½
Util.
Travel
Travel
Median
Travel
Travel
Util.

SECTION "D" (4 Lane)
Hall Blvd. to Ent. 4

Fig. 5 Typical cross sections for the proposed Build Alternative on Greenburg Road. For locations see Figures 3 and 4.

north, it would call for four 12-foot lanes plus a 13-foot wide left-turn refuge on Oleson Road at Hall Boulevard. With taper this would extend 500 feet northward on Oleson Road. This same configuration with left-turn refuge onto Hall Boulevard would reach down Greenburg Road from the south of the same intersection as far as Entrance #4 on both sides. The two west side lanes would continue to Entrance #5. The other new travel surface in the hypothetical alternative would be one lane additions to the southbound and northbound on-ramps at the Highway 217 Interchange. Also, the structure at this interchange would be restriped to five lanes with a left turn refuge, and an optional left-turn onto each of these widened ramps. This is the same striping as in the Build Alternative (Figure 5). Lastly, as in the Build Alternative, the intersection of Entrance #7 on Greenburg Road would be signalized. Striping on this segment would remain unchanged.

In analyzing this scenario, it was found that traffic volumes would be similar to the No-Build condition through 1999 and that the volumes could be effectively handled at the same level of service as the Build Alternative through that year. Air Quality Projections were found to be poorer than the Build Alternative through 1989, but considerably better than that alternative by 1999.

In effect, the inclusion of this hypothetical alternative shows that there are three possible alternatives available. The No-Build, which would allow Greenburg Road to become almost unworkable by 1999, the hypothetical alternative which would permit and handle a one-third increase in traffic volume by 1999, and the Build-Alternative which permits and handles a two-thirds increase in traffic volume by 1999.

Receiving less attention, but developed as study items during the evolution of the project were two other alternative scenarios. One assumed completion of the proposed Washington Square additions, but no development of Lincoln Center property. The other scenario assumed Lincoln Center development, but no new Washington Square additions. Both scenarios, if made the basis of an actual project, would be workable at a lower cost than the Build Alternative advanced in this Negative Declaration. Both were rejected, however, as improbable situations and not carried out as design sketches or analyzed for cost.

V. EXISTING SETTING AND IMPACTS

Land Use

Washington Square - With the completion of Highway 217 expressway in the early 1970's, the essentially rural area west of Greenburg Road became attractive for commercial development. Construction on Washington Square began at about the same time and it started to operate at approximately its present capacity in 1974. Of the 160 acres bounded by Hall Boulevard, Greenburg Road, Scholls Ferry Road, and Highway 217, Washington Square and its current 5,200 parking spaces occupy about 80 acres.

In late 1977, ground was broken for a new complex on Washington Square property. The site is the easternmost corner next to Highway 217 and Greenburg Road. Here, there will be an 80,000 square foot office building a restaurant, and a 1,200 seat theater. One thousand more parking spaces will be added, bringing the total to 6,200. Construction of two other facilities is anticipated; one a motel-restaurant, the other a convenience center.

The Lincoln Savings & Loan development previously mentioned in Section I would be built in two phases. Phase I, scheduled for completion in July, 1979, is planned to consist of a 65,000 square foot savings and loan facility, plus parking. Phase II, which consists of a restaurant and additional office space, is planned for completion in July 1982. This complex would total an additional 305,000 square feet of floor space, plus parking. In Phase I, Mapleleaf Street will be vacated and become the principle entrance/exit of Lincoln Center.

Impacts - The new developments proposed by Washington Square and Lincoln Savings and Loan are dependent on improvements to Greenburg Road. For this reason, these new developments could be considered as secondary impacts of the Greenburg Road project.

The Metzger Neighborhood

While Washington Square has been a major force in generating new traffic on Greenburg Road, this is not simply a case of a rapid transition from rural to urban conditions. Greenburg Road marks the western edge of the unincorporated community of Metzger, which was first platted east of Hall Boulevard in 1908, then again in 1910 in the vicinity of Mapleleaf Street and Greenburg Road. Metzger was a stop on the old Oregon Electric Railway which connected it with points west and Portland. Passenger service ceased in 1933 and the right-of-way was abandoned in 1953. Metzger was a well-established community by this time, however, and has continued to grow since then.

The approximately 190 acre portion of Metzger embraced by Greenburg Road, Hall Boulevard and Ash Creek (Figure 2), had a residential population of about 850 in 1970 and has now grown to about 1,085.* About 23 percent of this population is housed in some 138 apartment units on the east of the area along Hall Boulevard. This multi-family strip has no direct vehicular access to the interior of the neighborhood. Another 54 apartment units are adjacent to Franklin Commons on the north end of Greenburg Road.

About two-thirds of these 1,085 live in single-family dwellings inside the boundaries of the neighborhood rather than on the peripheral streets. There are only seven occupied dwellings (two duplexes) on Greenburg Road along the entire length of the project from Oak Street to the Gethsemane Church north of Lehman. Thus much of this strip remains wooded and undeveloped, and only a small minority of local population can be considered as directly sensitive to traffic or commerce on Greenburg Road.

On the east side, Borders, Lehman, and Coral Streets do not go through to Hall. Homes in this dead-end area are well buffered from traffic or further development by apartments along Hall Boulevard. To the north, only 90th Avenue goes through. On the south, Ash Creek and its floodplain buffers the neighborhood from 217.

On the "inside" area there are approximately 230 single family dwellings and about 18 duplexes (9 buildings). Based on available information, there appear to have been about 60 new homes and these 18 or so duplexes built since 1970. The neighborhood is predominently middle income in character and although there is some admixture of quite old with fairly new homes, the quality is fairly uniform. Especially in the eastern portion, there are some streets whose well-kept homes are of uniformly recent construction. Only along that portion of 92nd Avenue north of Lehman is there a clearly deteriorated group of homes.

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*Employing current multipliers used by CRAG of 2.96 persons per single-family dwelling and 1.79 per apartment.

There are two churches; one opposite Washington Square Entrance #5, and another across from the Metzger Elementary School on Locust Street. About 85 percent of the available lots have been built upon, and as of February 1978, no new homes were currently under construction. In January 1978, three of the 165 homes surveyed bore for-sale signs. Since 1970, no new houses have been built along Greenburg Road in spite of several available lots.

Impacts - The new sidewalks should produce more than a positive safety impact. They should also produce some minor though real social benefits. They would permit strolling or pedestrian shopping trips which would increase face-to-face interaction between neighbors which must at present happen at infrequent intervals. No one walks along Greenburg Road now except at great hazard.

There is very little reason to believe that the proposed improvements to Greenburg Road will be responsible for land use changes along its route. That there will be changes seems quite probable, but if they occur, they will be the continuation of a process which predated the proposals being considered in this declaration. This occurred before the Lincoln Center rezoning in 1975.

There are also plans to rezone the properties on both sides of Oak Street up to some point east of 95th Street. At that point, Oak Street would be closed, preserving residential areas east of the closure. Rezoning designations along both Greenburg Road and Oak Street would be set in a manner which would create a permanent, graduated buffer between Greenburg Road or Oak Street and the inner neighborhood. The graduation would permit only lower density utilization progressively down Oak Street by zoning the first few lots on Lehman and Coral Streets, for example, to townhouses rather than apartments. Single-family designations would apply for all the rest of the neighborhood.

The above zoning pattern is described as a "tentative development policy" by Washington County's planning department. It exists in lieu of the county's as yet unfinished comprehensive plan.

The above shows that land use changes along Greenburg Road have been in progress since well before the inception of the project being presented in this declaration. The rezoning of the Lincoln Center area in 1975 is merely one indication of this long-term trend. As previously mentioned, there is already a 54-unit apartment on Greenburg Road just north of the Gethsemane Church.

Right-of-Way

Right-of-Way needs for the Build Alternative would be satisfied through dedication from adjacent commercial interests and one private party, except for a 1700 square foot parcel along the Canyon Furniture Company. This may have to be acquired.

Under the Build Alternative, Washington Square would dedicate four narrow strips of presently undeveloped land. Lincoln Savings & Loan and Benjamin Franklin would dedicate small pieces and other owners still smaller ones. The total would come to about 1.34 acres. None of these dedications would have negative impact upon the firms involved. They would, on the contrary, benefit them by helping produce an improved traffic system to serve their properties.

At the Canyon Furniture Company, loss of the 1700 square feet to right-of-way would reduce the available parking along the store front from 11 to 7 spaces. Limited parking would still be available along the north side of the building.

Traffic

The bulk of the traffic using Greenburg Road comes from Highway 217 whether destined for Washington Square or not. During 1976 between 40 and 50 percent of all traffic entering and exiting the Square used Greenburg Road. In a recent (November 1977-January 1978) count provided by Washington Square, the figure was 47 percent. On a typical day, nearly one-fourth of all Square traffic may use Entrance #7. Entrance #1 from Scholls Ferry Road gets the heaviest volume, ranging as high as 40 percent of the total. During the 1977 Christmas shopping period, Entrances #7, #6, #5, and #4 off Greenburg Road, respectively, received 25, 4, 7, and 6 percent of the Washington Square traffic. Entrance #7 therefore handled 60 percent of the total using Greenburg Road during this time. Figure 6 shows the comparative average weekday traffic volumes on the different segments of Greenburg Road.

In 1976, 46 percent of the total traffic on peripheral roads surrounding Washington Square had origins and destinations other than Washington Square. Of that total, about 45 percent were on the 0.19 mile long segment between Entrance #7 and the south end of the structure over Highway 217. The remaining 55 percent were spread fairly evenly over the remaining 0.47 mile of Greenburg Road under consideration. The average speed along Greenburg Road during the peak hour on an average weekday in 1978 was between 27 and 34 MPH except between Entrance #7 and Highway 217 where it was 22 to 24 MPH (see Table 1).

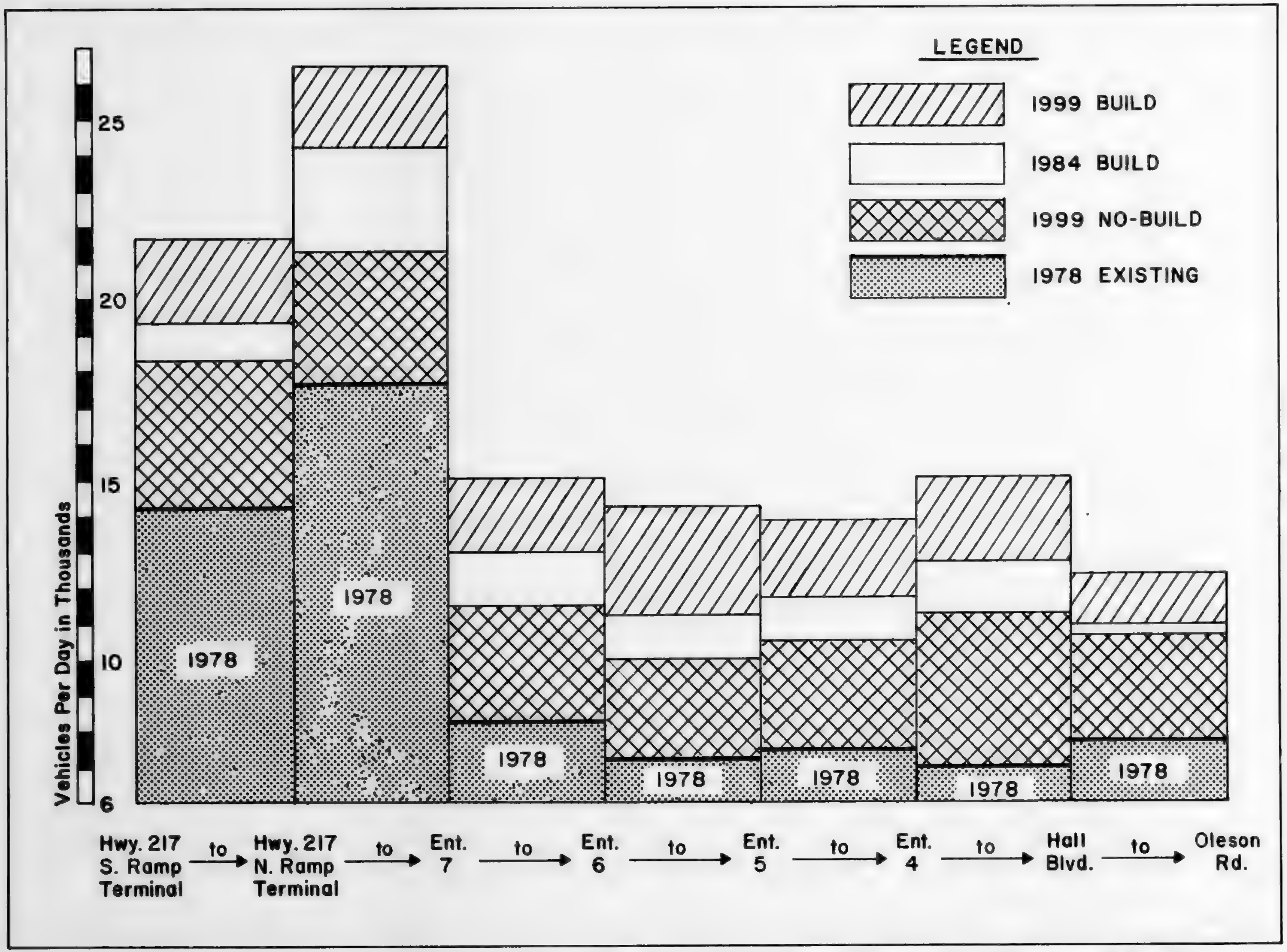

Figure 6 Comparative average weekday traffic volumes on the different segments of Greenburg Road. 1978 is used for the base year.

Alternative	Segment	Oleson to Hall	Hall to Ent. #4	Ent.#4 to Ent. #5	Ent.#5 to Ent. #6	Ent.#6 to Ent. #7	Ent. #7 to North Ramp Terminal	217 Structure
1978	Volume	7,920	8,140	7,480	7,150	8,250	17,600	14,300
Existing	Speed (MPH)	27	27	34	33	31	22	24
Build	Volume	12,300	15,100	13,900	14,100	15,000	26,600	21,600
Alternative	Speed (MPH)	30	30	32	32	30	20	23

AVERAGE WEEKDAY TRAFFIC AND SPEEDS

Table 1 1999 Average Weekday Traffic (AWD) volumes, and average speeds during the peak eight hours, on Greenburg Road for the Build Alternative. 1978 is shown as the base year.

Alternative	Oleson to Hall	Hall to Exit #4	Ent. #4.to Ent. #6	Ent. #6 to Ent. #7	Ent. #7 to 217	217 Structure
1978	C	C	C	D	E	D
No Build No Development	E	E	C	F	F	F
Build Alternative With Development	C	C	C	D	D	D

LEVELS OF TRAFFIC SERVICE

Table 2 1999 Levels of Service on the various segments of Greenburg Road. 1978 levels are included as the base year for comparison. For an interpretation of "levels of service" see Appendix A.

In 1977, there were 14 accidents reported on Greenburg Road. Eleven of these were at the Mapleleaf/Entrance #7 intersection. Of these 11, eight were injury accidents. The other three accidents, two of which caused injuries, were at Greenburg Road and Locust Street. The average accident rate per million vehicle miles for these types of intersections is 1.30. The rate at Mapleleaf/Entrance #7 was 2.64 in 1977 and at Greenburg Road and Locust Street, 0.98. No accidents were reported elsewhere within the project termini in 1977. As shown in Table 2, generally poor levels of service prevailed along Greenburg Road in 1978. That table also shows that completely unacceptable levels of service would develop by 1999 or well before then if no improvements are made. Traffic volumes and average speeds, present and anticipated, are shown in Table 1.*

Impacts - With the Build Alternative and the presumed developments proposed by Washington Square and Lincoln Savings and Loan, levels of service would be "D" from Washington Square Entrance #6 to the south ramp terminal of the Highway 217 Interchange. The ramps would also operate at level "D". From entrance #6 northward, a "C" level of service would prevail.

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* It has been pointed out that the new facilities planned by Washington Square and the construction of Lincoln Center require indirect source permits from the Oregon Department of Environmental Quality (DEQ). These permits provide that certain specific improvements must be made to Greenburg Road before Washington Square or Lincoln Center can implement their plans. These provisions would, therefore, not be met unless the improvements were made to Greenburg Road. In the No-Build they would not be made. This might eliminate the future generation of 11,400 vehicle trips per day on Greenburg Road. As discussed, this is considered an unrealistic outcome, but it establishes the base upon which No-Build traffic and air quality data is founded.

The signalization of the Mapleleaf/Entrance #7 Intersection would have a positive impact on traffic safety only in that it would reduce the severity of collisions but not the frequency. A decrease in frequency is not expected to occur because the growth in traffic volumes would tend to increase the potential for accidents, therefore off-setting the improvements provided by signalization. If the intersection was not signalized, accident frequency and severity could both be expected to increase. This would continue to a point where congestion might reduce speed sufficiently to cause a decline in the severity, if not the frequency, of collisions.

There are presently no residences along the west side of Greenburg Road in this area, and probably will not be in the forseeable future. The south end of the project area connects, via the Highway 217 structure, with an industrial area. Between Hall Boulevard and this area, cyclists and pedestrians using the westside of Greenburg Road would have to cross four Washington Square entrances and two freeway accesses. For these reasons, the bulk of bicycle and foot traffic along Greenburg Road could be expected to prefer to use the sidewalk along the east side. This would limit the usefulness of the sidewalk along the west side of the road whether the six-foot wide or two foot wide version was built along the cemetery.

Vegetation and Habitat

The right-of-way needs for most of the Build Alternative disturb little significant habitat or vegetation other than along the cemetery. Only about 2,000 square feet of the native tree or orchard covered residential area along the east side of the roadway would be physically disturbed. For these reasons, the project would have little direct impact upon what natural environment there is along its path.

Impacts - There are scores of mature trees along the right-of-way of Greenburg Road. About 31 of these would have to be removed if the Build Alternative were implemented. These would include four Douglas fir up to 30 inches in diameter, two mature willows, two large European birch, four ornamental conifers, two small Ponderosa pine, and seven white oaks to 10 inches in diameter.

The most visibly affected property along the route of the project is Crescent Grove Cemetery. The grassy area of the cemetery extends about 12 feet into the right-of-way along its entire 1,000 foot length. The edge of the widened roadway and the sidewalk would extend into this grassy slope with a remainder of three and one-half feet for utility location. In the Build Alternative, of the 18 trees at or near the right-of-way line in the cemetery, five conifers would be removed. There are 14 sprinkler heads with associated piping also lying within this area which would have to be taken out and the pipes capped.

Three narrow, paved roadways enter the cemetery. In order to widen Greenburg Road along the cemetery as required by the Build Alternative, the central one would be widened at its exit to Greenburg Road, but with no effect upon the short stone walls which flank it on either side. The northernmost exit would be little changed, but the one which runs immediately parallel to Square Entrance #6 would have to be remodeled rather extensively. This could entail as much as a 20-foot incursion into the present cemetery landscape. At the northeast corner of the cemetery at Entrance #5, a small area planted with dwarf junipers and an enclosing curb would be reduced in area.

If a reduced scale sidewalk were to be built along the 1,000 foot frontage of the cemetery, it would be two feet wide and made of concrete. This alternative is preferred by the owners of the cemetery. It would preserve four, and possibly all five, of the trees which would otherwise be cut down. This alternative would, at the same time, minimize the height and depth of the slope cut along the cemetery. The 14 sprinkler heads would still have to be removed.

This treatment of the cemetery section would still create an adequate flat space up to the toe of the slope. A minimum distance between slope and travel lane is desirable as a maintenance strip to keep vegetation out of the roadway, permit car doors to be opened on that side, allow emergency foot traffic, etc.

Topography and Hydrology

Greenburg Road slopes north and south from its 250-foot (above mean sea level) crest near Lehman Street to approximately 190 feet at the south ramp terminal of Highway 217 Interchange, and falls gradually northward to 240 feet at Hall Boulevard. The cemetery occupies the crown of the hill. The undeveloped Square property adjacent to it slopes gently downward toward the flat parking lot expanse surrounding the shopping center.

East of Greenburg Road the land falls gradually southeastward towards Ash Creek. At the southwest corner below the Lincoln Savings and Loan property, there is a rather sharp drop to a marshy area. On the southeast it slopes towards several acres of apparently subirrigated meadowland in the floodplain of the creek.

Runoff from Greenburg Road goes in two directions. From the crest near Lehman Street, storm drains would carry runoff north to a low point opposite the Benjamin Franklin property. Water from Hall Boulevard intersection would run south a few hundred feet to the same place. This low point presently has a culvert under Greenburg Road. Water collected at this culvert would be directed west to join the Washington Square drainage system east of the J. C. Penney building.

Runoff to the south would reach Ash Creek. All waters from the west side of Greenburg Road would be directed into an existing ditch on the north side of the northbound on-ramp to Highway 217, and thence under Highway 217 to Ash Creek. All runoff collected on the east side of Greenburg Road south of Lehman, to a point between Locust and Mapleleaf would enter an in-place drainage system along Oak Street.

Impact - The Build Alternative would result in only a very insignificant change in the area's topography due to shallow roadway cuts.

The impact to the area's hydrology is in the form of increased runoff. Present runoff is largely carried off by percolation into grassy ditches along Greenburg Road. Therefore, the storm drains which would be installed would probably increase direct runoff into nearby creeks and storm sewers by as much as several acre-feet per annum. This would still be but a small percentage of the amount draining from the Square's 80 acres and may not be of much environmental significance. No wetlands would be encroached upon by the proposed project.

Air Quality

The effect that the proposed project would have on air quality has been determined by analyzing total emissions, photochemical oxidant, and actual carbon monoxide concentrations under both the Build and No-Build Alternatives. For the purpose of comparison, the pollutant quantities of each of the major pollutants (hydrocarbons, carbon monoxide, nitrogen oxide, and lead) have been presented as a ratio of 1978 pollutant levels. These quantities are shown in Table 3. The same data that is in this table is also tabulated in the Summary in Section I of this declaration.

Carbon monoxide would be the only exhaust emission component which would be present in quantities in excess of allowable standards. The standard is 10 milligrams per cubic meter of air. It will be noted from Table 5 that in both the Build and the No-Build Alternatives carbon monoxide is in excess of the standard.

1982 would be the last year that the carbon monoxide standard would be violated under the Build Alternative. This project is consistent with goals set forth in the Federal Clean Air Act (1977 amendments).

The continuation of nationwide controls on motor vehicle emissions will result in future reductions of carbon monoxide, hydrocarbons, and lead. 1999 emission levels of these pollutants would be slightly greater with the Build Alternative as compared to the No-Build condition. Nitrogen oxides would be slightly less than present levels in 1999 with the No-Build condition, and approximately 30 percent greater than present levels in 1999 with the Build Alternative.

The reduction in hydrocarbons by 1999 would reduce photochemical oxidant formation nearly 60 percent with either alternative. Reductions would be slightly greater under the No-Build condition.

Receptor Site	Year	Wind Direction	Concentration Build (Mg/3)	No-Build
Wash. Sq. Expansion	1979	30° (NNE)	11.0	10.9
Lincoln Center	1979	180° (S)	11.8	11.7
Wash. Sq. Expansion	1982	30° (NNE)	9.4	8.9
Lincoln Center	1982	180° (S)	10.0	9.7

Table 3 AIR QUALITY

Summary of CO Concentrations in Greenburg Road Area

(All values in this table are based on a 1.2 MPH wind and Pasquill stability) Class D. Traffic volumes used in the analysis were maximum day, 8-hour average volumes based on 1976 Transpo Group Studies at Washington Square. The indicated wind directions were those which yielded the highest concentrations at each site. All concentrations were calibrated to depict "worst case" meteorological conditions. Inspection/Maintenance credits were applied to emission factors and background concentrations.

L_{eq} Noise Levels During Peak Hour

Year	Build	No-Build
1979	68	68
1989	69	69
1999	69	69

L_{eq} Noise Levels During Peak Hour

Year	Build	No-Build
1979	68	68
1989	68	69
1999	70	79

Table 4 L_{eq} NOISE LEVELS

L_{eq} Noise Levels at Receptors on Greenburg Road

In order to be consistent with the DEQ Indirect Source Permit for Washington Square parking improvements (August 15, 1977), Washington Square must maintain a carbon monoxide surveillance program until December, 1983 or until two successive years pass without violation of the National Ambient Air Quality Standards for carbon monoxide. Carbon Monoxide concentrations in the immediate project vicinity will be monitored by Washington Square, thereby indicating changes that would occur as a result of Greenburg Road reconstruction. The full report from which this air quality information was abstracted is in the Technical Appendix to this declaration on file at the Oregon Department of Transportation, Metro Branch.

Noise Levels

The area adjacent to Greenburg Road is composed primarily of commercial property and apartment complexes. The Gethsemane Lutheran Church and seven private residences are also located in this area. The noise environment is typical of a commercial area, with maximum noise impacts occurring during the peak truck hour. This project is classified as Type 1-B according to definitions set forth in the Federal Highway Program Manual 7-7-3.

The two receptors most impacted would be the duplexes between Lehman Street and the Gethsemane Lutheran Church on the east side of Greenburg Road. The maximum noise levels at these two duplexes would occur at the duplex directly south of the Gethsemane Lutheran Church, which has windows facing Greenburg Road and is located only 46 feet from the center of the northbound lane. The church is situated far enough from the roadway that it would not be significantly affected.

ODOT peak hour and peak truck hour traffic data was used for study years 1979, 1989, and 1999. The FHWA highway traffic noise prediction model was utilized to compute the L_{eq}, which is the hourly equivalent sound level generated by the roadway. Maximum acceptable design noise levels for a roadway are an L_{eq} of 67 dBa for residential property and 72 dBa for commercial property. The dBa, which is a weighted, logarithmic ratio of sound pressure levels, was used as a unit of measurement for the model. As can be seen from the tables, design noise levels would be exceeded in each study year with either the Build or No-Build Alternative. Thus, in itself, the Build Alternative would not adversely affect noise levels. In 1989, during the peak truck hour, noise levels with the Build Alternative are lower than with the No-Build condition. This is a result of the lower travel speeds and higher traffic volumes. Projected noise levels are summarized in Table 4.

The receptor modeled represents the closest one to the roadway. It would be the most severely impacted. With the Build Alternative, the roadway would be widened and moved closer to the receptor. However, the single-lane equivalent lane distance* would not move traffic close enough to affect noise levels between the two alternatives.

Various mitigation measures have been investigated and found to be infeasible. The construction of noise walls or earth berms on the east side of Greenburg Road would be impractical due to the numerous street and driveway access in that area.

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*The single lane equivalent distance in acoustic measurements is the distance between the receptor and the line source that produces approximately the same results as the computation of noise levels on a lane-by-lane basis.

Disturbance to the grounds and vegetation of Crescent Grove Cemetery would limit mitigation possibilities on the west side of Greenburg Road.

A noise level reduction of one dBa in 1999 during the peak truck hour could be achieved by limiting speeds to 30 m.p.h. on Greenburg Road. The small decrease of dBa could not be perceived by the human ear. The adverse impacts to traffic and air quality would outweigh any benefits achieved by imposing a speed limit.

Construction noise could create a temporary problem on this project. The contract special provisions should impose nighttime restrictions on construction activities and prohibit construction activities that would interfere with burials in Crescent Grove Cemetery.

Washington County has been informed of project activity during development of this document.

Utilities Impacted

The utility agencies which have facilities affected by the project are P.G.E., General Telephone, Northwest Natural Gas Inc., Tigard Water District, Metzger Water District, Unified Sewerage Agency and Pacific Northwest bell.

P.G.E. - has a pole line on the west side of the roadway which would require relocation Four poles may have to be moved on the east side, This would be at their expense.

General Telephone - has a pole line and an underground conduit system on the east side of the roadway. Approximately 17 poles would have to be set back to the right-of-way or put underground. The conduits would have to be lowered in some areas. Six manholes would require some adjustment. These would all be at General Telephone's expense.

Northwest Natural Gas - has a two-inch line on the west side of the roadway which might require some lowering. Some valves and service connections would probably have to be adjusted.

Metzger Water District - has a six-inch main, meters, and service connections along the east side of the road. The main might require lowering and the meters and service connections adjusting. Costs would be borne by the district.

Unified Sewerage Agency - has a deeply buried (6-7 feet deep) sewer line west of the centerline of the road which would remain undisturbed. Eight manholes would require adjusting at an estimated cost of $1,500.

Tigard Water District - has a 16-inch main under the road in the north part of the project area. It should not be affected.

Pacific Northwest Bell - Plans to install an underground facility in the vicinity of the Hall Boulevard intersection. This installation would be coordinated with construction activities.

Cultural Resources*

Cultural resources within the project area consist of those properties which are adjacent to the proposed alignment and which have historic or archaeological significance or are of local interest in the community.

Historic - Highway 217 - The project area contains no properties which are listed or currently eligible for the National Register of Historic Places or which have been placed on the Statewide Inventory of Historic Sites and Buildings. In addition, there are no Century Farms located at close proximity to the proposed project.

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*The full report from which this cultural resources information was abstracted is in the Technical Appendix to this Declaration, on file at the Oregon Department of Transportation, Metro Branch.

Archaeological - The metzger area was formerly occupied by the Tualati or Atfalati tribe of the Calapuyan Indians. The proximity to the Tualatin Plains and the Fanno Creek Basin indicates a possibility for discovery of archaeological sites in the project area.

Impacts - Since there are no National Register or Statewide Inventory properties in the area, the proposed project will not impact these designated historic resources. Depending upon final design and the extent of previously undisturbed land in the project area, an archaeological reconnaissance survey may be required in order to prevent an adverse effect on archaeological sites.

Record of Mitigation and Coordination - If an archaeological reconnaissance survey is deemed necessary, the survey will be conducted by the Oregon State Museum of Anthropology at the University of Oregon. Any recommended salvage and/or other mitigation procedures will be completed prior to initation of construction activities.

The Oregon State Historic Preservation Office was contacted to determine whether historically significant properties existed in the project area. A field survey was conducted and local residents interviewed in regard to properties of historic interest.

If archaeological sites are found during a survey of the area, salvage or mitigation procedures will be coordinated and approved by the Historic Preservation Office.

Fuel Consumption, Esthetics, and Costs

The fuel efficiency of Greenburg Road will be closely related to the ease with which vehicles pass along it. Inasmuch as the Build Alternative would improve the level of service, it would improve the fuel efficiency of the facility. If no improvements are made, fuel efficiency will decrease with the passage of time as level of service deteriorates.

Esthetically, the impact in building the proposed project would be negligible.

Aside from the initial construction cost, Washington County would have lower future roadway maintenance costs on Greenburg Road if the proposed project is built. This would be because the existing facility is an aging one, and the open ditches on either side require frequent maintenance.

VI PUBLIC PARTICIPATION

The local community planning organization (C.P.O.) had two opportunities to review the original project design, and reviewed the expanded project plans once. Members of the C.P.O. unanimously supported the Build Alternative. That there would be only two travel lanes along the cemetery was less favorably received. However, the members of the C.P.O. were in agreement that the plan would improve access from the side streets and make use of the road easier for cars entering therefrom. Accident data does not indicate, however, that this is unsafe at present.

A high degree of interest in saving the trees along Greenburg Road was shown by the C.P.O. There was a general expression of pleasure with the relatively small number which would have to be removed to accommodate the widening.

	NO-BUILD *						BUILD ALTERNATIVE *					
Traffic Volumes	33% Increase						67% Increase					
Levels of Service (See Appendix A **For Definitions.**	Oleson to Hall	Hall to Ent. #4	Ent. #4 to Ent.#6	Ent. #6 to Ent.#7	Ent. #7 to 217	217 Structure	Oleson to Hall	Hall to Ent. #4	Ent. #4 to Ent.#6	Ent. #6 to Ent.#7	Ent. #7 to 217	217 Structure
1978	C	C	C	D	E	D	C	C	C	D	E	D
1999	E	E	C	F	F	F	C	C	C	D	D	D
Pedestrian and Bicycle Safety	Continued very poor						Much better					
Traffic Safety	Much worse						Increased traffic volumes may offset effect of improvements					
Hydrology	No change						Greater amount of runoff into Ash Creek					
Air Quality		1978	1979	1989	1999			1978	1979	1989	1999	
	NOx	100%	131%	130%	91%		NOx	100%	101%	111%	129	
	HC	100%	118%	47%	31%		HC	100%	98%	42%	42	
	CO	100%	104%	59%	41%		CO	100%	93%	52%	56%	
	Pb	100%	85%	53%	34%		Pb	100%	89%	43%	47%	
Noise Levels	Above federal standards						Above federal standards					
Utilities	Not affected						See "Utilities impacted"					
Cultural Resources	Not affected						Not affected					
Fuel Efficiency	Much worse						Slightly worse					
Esthetics	No change						Little change					
Maintenance Costs	Open ditches and deteriorated surface keep costs high						Lower than in No-Build					

* Except where otherwise indicated comparisons are for 1999

	NO-BUILD	BUILD ALTERNATIVE
LAND USE AND RIGHT-OF-WAY	Continuing tendency along the east side of Greenburg Road towards multi-family housing.	Similar to the No-Build, 16 parcels of right-of-way, 15 dedicated, would be required, about 1.34 acres in total. This right-of-way would come from undeveloped land and would be converted to travel lanes or sidewalks. Parking at the Canyon Furniture Store would be reduced by four spaces.
VEGETATION AND HABITAT	No change attributable to continued use of roadway as it presently exists.	About 31 trees would be removed, including five on the edge of the cemetery. A 9-foot wide strip along the cemetery would be built upon and 14 sprinkler heads would be removed. All three cemetery entrances would be modified. The narrowed sidewalk, if built, would save five trees along the cemetery and reduce slope cuts on cemetery. Another nine trees would be removed near Entrances #6 and #7.

VIII. CONSTRUCTION PHASING

The additional lanes on the Highway 217 Interchange ramps are a critical component of the proposed project. Without these improvements severe impacts on Highway 217 and Greenburg Road would develop by 1984. The entire project, including the ramp lanes would be built and become operational at the same time. If this is not to be the case, further environmental study beyond this declaration would be required.

IX. BASIS FOR NEGATIVE DECLARATION

The Oregon Department of Transportation concludes from the above project analysis that the Build Alternative constitutes a major action as defined under Federal Highway Program Manual Volume 7, Chapter 7, Section 2. Implementation of this alternative would not significantly lower air quality or increase traffic noise to sensitive receptors. Implementation would increase pedestrian safety and prevent a deterioration of future traffic service and safety. There is no indication that construction of the Build Alternative would precipitate a major shift in land use in the project area. For these reasons, the Department has determined that the proposed project would not have significant impact on the quality of the human environment of a significance which would require the processing of an Environmental Impact Statement.

Concurred in by:

Technical Services Engineer — 12-18-78
Date

Federal Highway Administration Official — 1-4-78
Date

APPENDIX A

LEVELS OF SERVICE AT INTERSECTIONS
As Defined by the 1965 Highway Capacity Manual

January 10, 1978

Level of Service "A"-

Freeflow; little or no restriction in maneuverability due to presence of other vehicles. Drivers can maintain their desired speed with little or no delay.

Level of Service "B"-

Stable flow; drivers still have reasonable freedom to select their speed and lane of operation. Reduction of speed not unreasonable.

Level of Service "C"-

Stable flow; loading is intermittent, many drivers will feel restricted, but no objectionable. Normally used in urban design practice.

Level of Service "D"-

Approaching unstable flow; delays to vehicles may be substantial during short peaks.

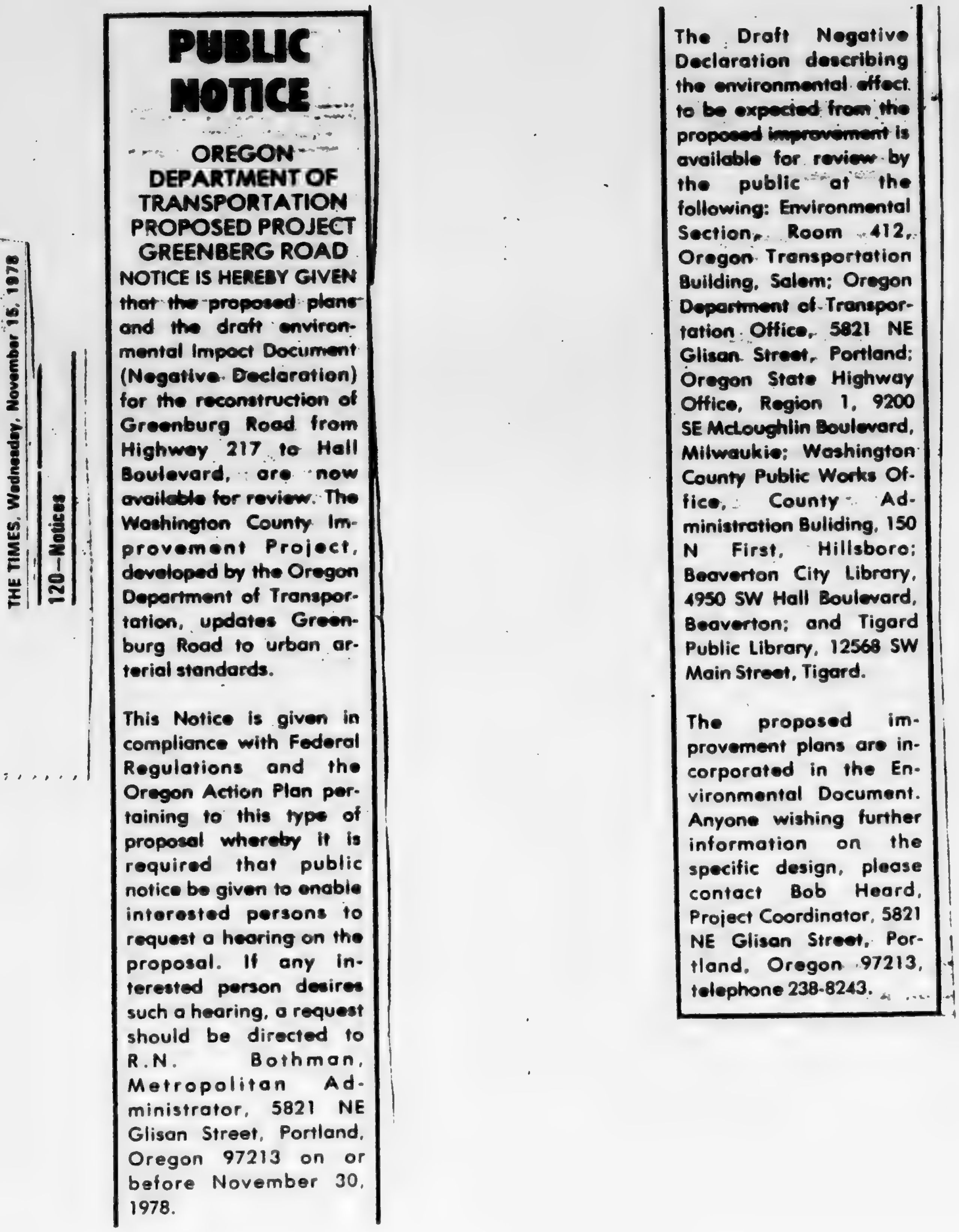
Level of Service "E" -

Unstable flow; maximum vehicles any particular intersection can accommodate. Congestion and delay occur.

Level of Service "F"-

Forced flow; jammed stop-and-go condition. Volumes unpredictable.

APPENDIX B



THE TIMES, Wednesday, November 15, 1978

120—Notices

PUBLIC NOTICE

OREGON DEPARTMENT OF TRANSPORTATION PROPOSED PROJECT GREENBERG ROAD

NOTICE IS HEREBY GIVEN that the proposed plans and the draft environmental Impact Document (Negative Declaration) for the reconstruction of Greenburg Road from Highway 217 to Hall Boulevard, are now available for review. The Washington County Improvement Project, developed by the Oregon Department of Transportation, updates Greenburg Road to urban arterial standards.

This Notice is given in compliance with Federal Regulations and the Oregon Action Plan pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a request should be directed to R.N. Bothman, Metropolitan Administrator, 5821 NE Glisan Street, Portland, Oregon 97213 on or before November 30, 1978.

The Draft Negative Declaration describing the environmental effect to be expected from the proposed improvement is available for review by the public at the following: Environmental Section, Room 412, Oregon Transportation Building, Salem; Oregon Department of Transportation Office, 5821 NE Glisan Street, Portland; Oregon State Highway Office, Region 1, 9200 SE McLoughlin Boulevard, Milwaukie; Washington County Public Works Office, County Administration Buliding, 150 N First, Hillsboro; Beaverton City Library, 4950 SW Hall Boulevard, Beaverton; and Tigard Public Library, 12568 SW Main Street, Tigard.

The proposed improvement plans are incorporated in the Environmental Document. Anyone wishing further information on the specific design, please contact Bob Heard, Project Coordinator, 5821 NE Glisan Street, Portland, Oregon 97213, telephone 238-8243.

APPENDIX C

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

November 29, 1978

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

Dear Mr. Dykman:

RE: SW Oak Street - SW Hall Boulevard
Washington County

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no historic resources of National Register potential are likely to be affected by this project. It is our understanding that a detailed archeological survey will be undertaken, if appropriate, upon adoption of a final design for the project. We, therefore, feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer

EWP:ko

TECHNICAL
SERVICES UNIT
DEC 7 - 1978

Form FHWA 121 (Rev. 5-73)
9085

B

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: October 30, 1978

In reply refer to: HPD.2-OR

SUBJECT:
Oregon Project M-9207
Highway 217-S.W. Hall-Greenburg Rd.
Washington County
Draft Negative Declaration

FROM: G. L. Green, Division Administrator

TO:
Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The Draft Environmental Impact Statement has been approved as of October 30, 1978.

Please make copies of this draft statement available as required by FHPM 7-7-2.

The original signed copy of the Title Sheet was hand carried to your office for immediate processing.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
OSHD (H S Coulter)
ODOT (E S Hunter)
ODOT (B Bothman, Metro)
ODOT (D Swan)

RECEIVED
STATE HWY ENGR
[illegible] 3 78
REFER TO
FOR
Info

Form [illegible]

7015

OREGON STATE HIGHWAY DIVISION

Planning File No. FAU 77-41
9207

AUTHORITY FOR SURVEY

Section S.W. Oak-S.W. Hall Boulevard

Highway Greenburg Road

County Washington

Date October 23, 1978

Authorization No. 2

Survey Prefix 234-1956 (Assigned by Salem office)

Description of termini, route, length, etc.: Northerly end of survey is at the intersection of Hall Blvd. and Oleson Road; the southerly end of the survey is at the intersection of S.W. Oak Street. The overall length is 0.6 miles.

Project proposes: 66' curb section from Hwy. 217 Intchge to S.W. Locust Street; 40' section within the existing 60' right-of-way along the cemetery; 64' section from Washington Square access to Hall Blvd.

Purpose of survey: Complete field survey; prepare plans, specifications, and estimate.

Category 3 Project
CRAG TIP Page 7
FAUS

		Estimate of Cost
Field Survey	(901)	35,000
Citizen Participation	(902)	2,000
City or County	(903)	
Consultant	(904)	
Final Design	(905)	4,000
Bridge Design	(906)	
Preliminary Design	(907)	200
R/W Descriptions	(909)	3,000
Soils & Geology	(910)	1,000
Traffic	(911)	3,000
Landscape	(912)	
Liaison R/W	(913)	500
Utility	(914)	500
Photogrammetry	(916)	300
Location Studies	(918)	500
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	2,000
Environmental	(923)	15,000
Foundation Exploration	(926)	
Seminars	(950)	1,000
Hearings	(980)	1,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$69,000
Previous authorization	44,000
Additional authorization requested	25,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LINSOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:
Frank E. Pergin
Location Engineer

Approved:
E. T. Smith
Tech. Serv. Engr.

SP*23604-731

B

August 25, 1978

MEMO TO FILE

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Project Staff Meeting Minutes
August 22, 1978

32. Greenburg Road (Hall to Oak) - The impacts of this project on the ramps for 217 interchange at Greenburg Road are substantial. The need for additional funding must be pursued in light of the impacts of this project on their highway network. The negative declaration is complete with the exception of air quality study. We are in the process of obtaining the raw air quality data from the consultant on Washington Square air quality study.

92 B

July 31, 1978

MEMO TO FILE

FROM: DONALD R. ADAMS

SUBJECT: PROJECT STAFF MEETING MINUTES
July 19, 1978

32. S.W. Greenburg Road - Final traffic estimates have been resolved and the negative dec. is proceeding. The project has been extended south to include the interchange ramps in the study. Request for authority for the new limits being submitted by Technical Services. No money is available for construction at the interchange ramp terminals at this time, however, impacts are substantial and the ramps must be included in the project study.

9C5

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Washington County
Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention of JoAnn Johansen
Clerk of the Board

Request No. (assigned by staff engineer or head of section) CC 1819

Date April 18, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit $3,125.00

Quantity	Unit	Description	Unit Price	Amount
		Retain in Advance Deposit	500.00	
		Transfer to State Highway funds for S.W. Hall Blvd.-S.W. Oak St. Section, (FAUS 9207) Agreement No. 6186		$2,625.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 3,125.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 234-1956-297

Submitted by:
Fred Hildebrandt

Approved:
Regional Engineer

Approved: Gerald Wimer
Gerald Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

11x5

B

TO: MEMO TO THE FILE

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: Project Staff Meeting Minutes
April 4, 1978

37. S.W. Hall-S.W. Oak, Greenburg Road - The right-of-way maps are being prepared for early descriptions. The County anticipates right-of-way being deeded to the County by donation. They are attempting to expedite the right-of-way transfer. Washington County wants the traffic signal proposed at access No. 7 inter-connected with the ramp terminal signals at the 217 Interchange.

B

MEMO TO FILE

FROM: DONALD R. ADAMS

SUBJECT: PROJECT STAFF MEETING MINUTES
FEBRUARY 7, 1978

58. S.W. Hall/S.W. Oak, Greenburg Road - Purdy has completed the preliminary field work and is producing mapping for the County. Project is delayed three months from last schedule. The County is handling the property ownership contact. Only 80 feet of right-of-way is available in the vicinity of the cemetery. There is a strong recommendation from the Environmental Section that a hearing be held (July, 1978) due to the implications of opening up the property east of Greenburg for commercial development. Recommendation should be forthcoming from the Environmental Section.

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: S. W. Hall Blvd.-S. W. Oak St.

Highway: F.A.U. 9207

County: Washington

Prefix: 234-1956

Res. Engr.

Date February 2, 1978

Ten Year Traffic Coefficient 7.7

18 kip s.a. per day 69.6

R value 10

Frost Penetration - - - -

CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (F.S.)	4.0
2.0"	A.C.W.S. (Cl. B)	4.0
7.0"	*P.M.B.B.	12.5
4.0"	A.B.	4.0
15.0"		24.5"

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LGE ☒ FAE ☒ OPE ☐
FEB 7 1978
File: PM FA LG OP
TAA

** EXISTING ROADWAY
(24'± Width)

2.0"	A.C. (F.S.)
2.0"	A.C.O.L. (Cl. B)
2.0"	*P.M.B.B., with an extra allowance for leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

* To be made from 3/4"-0 aggregate base material.

** Overlay thickness determined by deflection measurements.

908

B

November 9, 1977

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomssen
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 6186

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the S.W. Hall Boulevard-S.W. Oak Street Section Project of S. W. Greenburg Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

B

U.S. DEPARTMENT OF TR [illegible] ATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9207(1)
STATE PROJECT NO. See below
COUNTY NAME Washington
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. 71421

TO:

Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 28 '77
REFER TO
FOR
Info | Inves | R-D | D/R | Sign | A-t | File

DATE PS & E APPROVED
DATE AUTHORIZATION EFFECTIVE 9-26-77
FEDERAL ROUTE NUMBER FAU 9207
STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:
"S.W. Hall Blvd. - S.W. Oak St. Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) all phases of PE necessary to obtain an approved negative declaration
TEC NTE $34,500 - F.F. $29,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

You are authorized to proceed with the work shown above as requested in Mr. Swan's 9-21-77 letter.

DATE 9-26-77
SIGNATURE OF APPROVING OFFICIAL
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 21, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

**Original Signed By
D. E. Swan**

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: PROJECT DATA SUBMISSION
Item No. 71421
Project No. M-9207(1)
S.W. Hall Blvd.-S.W. Oak St. Section
Washington County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

1. Authorization to proceed with all phases of preliminary engineering necessary to obtain an approved Negative Declaration at an estimated total cost of $34,500 with an obligation of $29,600 in federal funds.

DRH:dpy

Attachments

cc: R. N. Bothman (Metro)
Ed Hardt (Region 1)
Gary Zehner

Budget Bureau No. 41-R2067;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

9/21/77

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65 Co. Rd., Jct. SR 217, N. 0.6 mi.	**ADT**	PRESENT 7,000	FUTURE (66) (70) 24,000	YEAR (71) (72) 97	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 PE, Gr. Dr., H.T. Pave, Traf. Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 M-	NUMBER 7 9207

CARD 4	CLASS OF FEDERAL FUNDS Urban System			COUNTY NAME Washington			CODE 067
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9207 (32)	STATE Co. Rd. (36)	U.S. (37) --		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.6	44,000	37,750	3,125	3,125 (Co.)
5					**ROW**							
5					**CONST** (CODE)		"S.W. Hall Blvd.-S.W. Oak St. Section"	0.6	450,000	386,100	31,950	31,950 (Co.)
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.6	494,000	423,850	35,075	35,075 (Co.)
1	14	PROGRAM APPROVAL DATES October 27, 1976							(16) (23)	(24) (33)	REMARKS	

ESTIMATED PROJECT COST BY PHASES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

9/21/77

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d., Jct. SR 217, N. 0.6 mi. 65		7,000	24,000 (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	W36 (4) (9)	71421 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER	PROJECT NUMBER: SEQ. NO.	I. Projects Only: POST MI.	I. Projects Only: DESIG.
ve, Traf. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 9207	(1) 13	(24) (26)	27

stem	COUNTY NAME: Washington	CODE: 067 (14) (16)			PROGRAM STAGE: ☐ 1 OR ☐ 2
Portland	ROUTE NO. U	FEDERAL-AID: 9207 (32)	STATE: Co. Rd. (36)	U.S.: -- (37) (41)	

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.6	44,000	37,750	3,125	3,125 (Co.)	Util. adj. inc. prep.
W								
ST		"S.W. Hall Blvd.-S.W. Oak St. Section"	0.6	450,000	386,100	31,950	31,950 (Co.)	ROW-60' min.; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.6	494,000 (16) (23)	423,850 (24) (33)	35,075	35,075 (Co.)	

AL DATES

October 27, 1976

REMARKS

USCOMM DUSCOMM-DC 48905-P61

I

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Department of Transportation

PROJECT TITLE: SW Oak Street & SW Hall Boulevard

PNRS #: 7708 2 240

DATE : September 19, 1977

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of September 14, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

RECEIVED
STATE HWY ENGR
SEP 29 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

(XX) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
E. L. Hardt, Reg. 1
W. W. Geibel, Dis. 2
R. N. Bothman, Metro
Paul Hartwig, Parks
Gerald Wimer
Gary Potter
W. J. Hart
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
AUG 08 1977

PNRS STATE REVIEW

Project #: 7708 2 240 Due Date: SEP 09 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(✓) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project is consistent with State of Oregon Clean Air Act Implementation Plan.
An Indirect Source Permit may be required.

Agency DEQ By Anthony J. George Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Department of Transportation

PROJECT TITLE: Park Place - Clackamas Community College

PNRS #: 7708 2 190

DATE : September 19, 1977

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of September 14, 1977, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

[illegible]
[illegible] 2 77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
AUG 08 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 190 Due Date: SEP 09 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project may have adverse air quality and noise impacts.
An Indirect Source Permit may be required.

Agency DEQ By Anthony J George Jr

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: S. W. 65th Avenue & Nyberg Road

DATE: September 20, 1977

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7708 2 670

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
~~AUG 16 1977~~
~~SALEM~~

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
AUG 17 1977

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 670 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Project will require an Indirect Source Permit Application to be filed with the Department

Agency DEQ By Anthony J George J.

PNRS # 7708 2 67

This program and its related land use implications must be coordinated and consistent with the local comprehensive plans and efforts to update those plans. Consideration of the relationship between the statewide goals #12 (Transportation) and #2 (Land Use Planning) and the program should receive special attention. In addition the applicant should make every effort to ensure that the program makes use of recognized citizen and agency involvement programs established by the local jurisdictions in accordance with the statewide land use goals.

EH:cg
8/18/77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
AUG 16 1977
SALEM

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 670 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- (X) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- (X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC Aug 22 By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 670 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

Washington Co.

REMARKS (Please type or print legibly)

Sagert Road - I-5 Freeway
Prior to construction project area should be surveyed by professionals competent in the fields of history and archeology.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By Paul E Hartwig

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7708 2 670 Due Date: SEP 16 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will adversely effect some wetland areas adjacent to the roadways. These wetlands provide valuable wildlife habitat. Every effort must be made to minimize wetland encroachment and to prevent stream pollution and siltation. The detrimental impacts to the wildlife habitat could be partly compensated for by planting a protective buffer strip of vegetation between Nyberg Road and adjacent ~~the~~ wetlands on the south. These wetlands lay both west and east of the I-5 Freeway. Please consult with our district wildlife biologist, Gene Herb, Forest Grove 357-2191 for additional information.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 9/16/77

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

527 S.W. HALL STREET
PORTLAND, OREGON 97201

(503) 221-1646

LARRY RICE, EXECUTIVE DIRECTOR

REGULAR MEMBERS
CLACKAMAS COUNTY
Barlow
Canby
Estacada
Gladstone
Happy Valley
Johnson City
Lake Oswego
Milwaukie
Molalla
Oregon City
Rivergrove
Sandy
West Linn
Wilsonville
MULTNOMAH COUNTY
Fairview
Gresham
Maywood Park
Portland
Troutdale
Wood Village
WASHINGTON COUNTY
Banks
Beaverton
Cornelius
Durham
Forest Grove
Gaston
Hillsboro
King City
North Plains
Sherwood
Tigard
Tualatin
ASSOCIATE MEMBERS
CLARK COUNTY
Vancouver
Camas

Columbia City
Scappoose
St. Helens
The Port of Portland
Tri Met
The State of Oregon

RECEIVED
STATE HWY ENGR
SEP 9 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 1, 1977

Mr. D. H. Moehring
Department of Transportation
State Highway Division
Department of Transportation Bldg.
Salem, Oregon 97310

RE: S.W. Oak Street to S.W. Hall Boulevard
CRAG File #778-20

Dear Mr. Moehring:

The proposed project has been reviewed by CRAG's staff and has satisfied the requirements of OMB Circular A-95 Revised.

The project is consistent with and supportive of CRAG's adopted Goals and Objectives and Interim Transportation Plan. Further, this project is identified in the FY 77 Annual Element of the TIP.

Copies of the proposed project have been mailed to interested jurisdictions within the region. The proposed project appears to be consistent with existing local plans and policies.

Sincerely,

Denton Kent
Executive Director

PROJECT MANAGEMENT
PME
LGE [✓ W]
CCE ☐
[✓ FAE ☐]
OM ☐
OPE ☐
SEP 7 1977
TAA
File: PM FA
LG OP

DK/PG:ls
4:19

cc: Federal Highway Administration

9/8/77

cc:	G. L. Green	Region M-1 Engineer
	H. S. Coulter	District 2 Engineer
	F. E. Terpin	Aeronautics Division
	J. B. Boyd	Paul Hartwig
	J. H. Versteeg	Gerald Wimer
	Gary Potter	B. L. Gifford
	W. J. Hart	

7-26-77

(#2)

B

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 26, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association
of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.W. Oak St.-S.W. Hall Blvd.
Highway: S.W. Greenburg Rd.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 26, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 : E. L. Hardt
District 2 : W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
[illegible] '77
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: Dept. of Transportation — 46] **DIVISION** [79: State Highway

03 12] **APPLICANT ADDRESS** **STREET** [45: DOT Building — 46] **CITY** [60: Salem — 76] **ZIP**: 97310

04 12] **CONTACT PERSON** [45: D. H. Moehring — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: S.W. Oak St. - S.W. Hall Blvd.

11 12] **PROJECT LOCATION—CITY**: S.W. Greenburg Rd. FAU-9207 — **PROJECT LOCATION—COUNTY**: Washington — **PROJECT LOCATION** [79 SEC: - T: R:

05 **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)**

06 12] This project, o.6 mile in length, is proposed to upgrade to urban standards an [71

07 12] arterial street that is currently designed as a rural road. [71

08 12] (See attachments for details) [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
430,000	-	35,000	35,000	-	500,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: US Dept. of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: July 26, 1977

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: August — 43] DAY [44: 26 — 45] YEAR [46: 1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 26, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

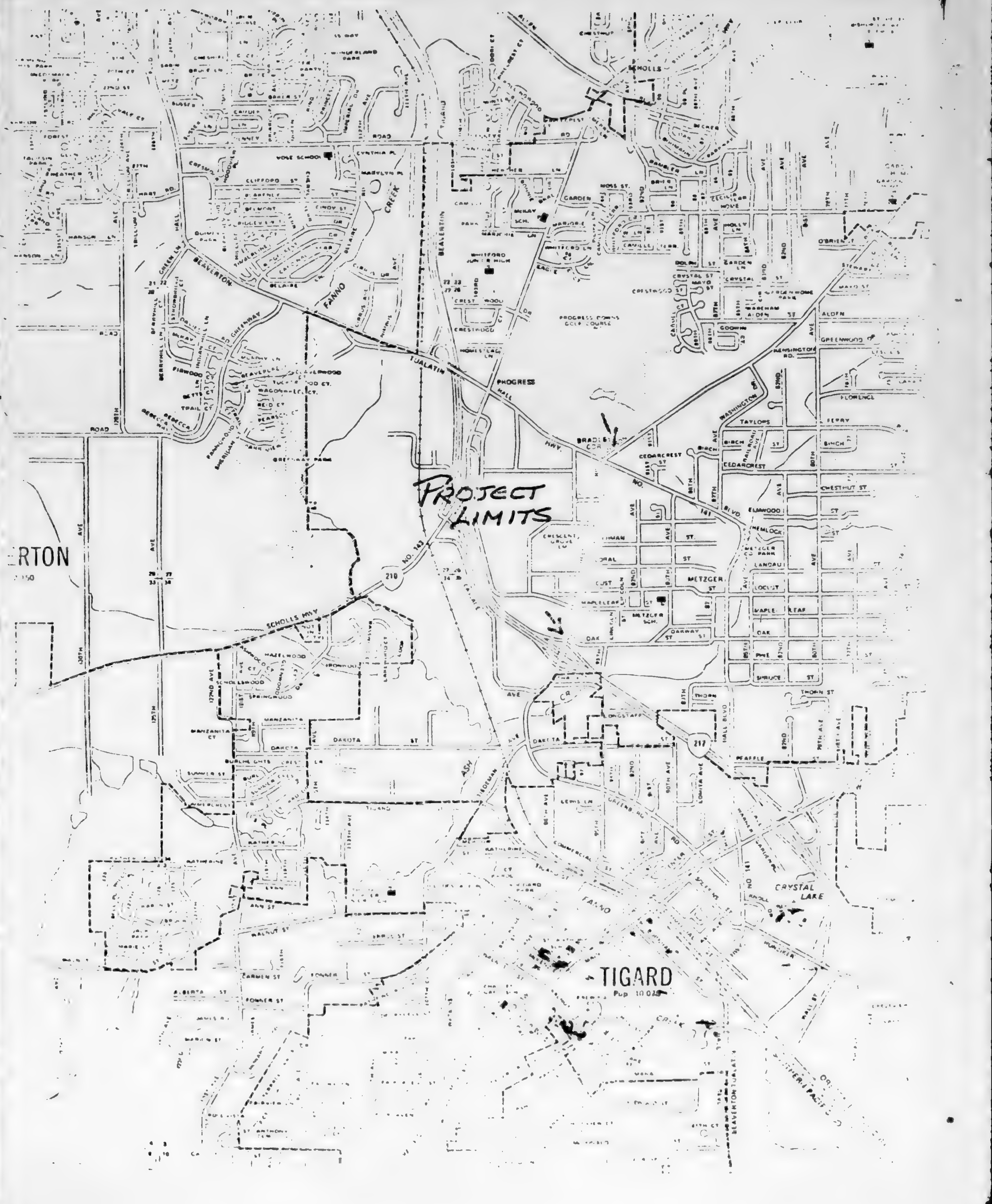
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (E) This is a category 1 project of major-significant environment impact under Oregon's Action Plan.


PROJECT LIMITS
ERTON
TIGARD
Pop 10 025
SCHOLLS
BEAVERTON
TUALATIN
HALL
HWY.
NO. 141
BLVD.
NO. 143
210
217
SCHOLLS HWY
FANNO CREEK
PROGRESS
METZGER
METZGER SCH.
WASHINGTON
GREENWAY
DAKOTA ST
CRYSTAL LAKE
WHITFORD JUNIOR HIGH
VOSE SCHOOL
PROGRESS DOWNS GOLF COURSE
BRADLEY CORNER
HALL BLVD
125TH AVE
SOUTHERN PACIFIC
BEAVERTON TUALATIN

OREGON STATE HIGHWAY DIVIS.
PROJECT ASSESSMENT

CATEGORY
3 PROJECT

MAJOR - NOLI S16
M-9207(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section S.W. Oak Street to S.W. Hall Boulevard
Date May 24, 1977
Unit (if appl)
County Washington
City
Highway S.W. Greenburg Road
State Hwy. No.
Termini: M.P.(if appl)
Length 0.6 mile
Region I
Construction Estimate 500,000
Program Amount

B. Purpose of Project: The purpose is to upgrade to urban standards an arterial street that is currently designed as a rural road. The intent is to reduce maintenance costs, improve pedestrian and vehicle safety, and, primarily, increase capacity to accommodate the additional traffic generated by continuing urbanization.

C. Origin & History of Project: Southwest Greenburg Road is a county road which functions as an arterial street serving Washington Square Shopping Center and the unincorporated area o Metzger. Greenburg Road intersects Hall Boulevard and other collector and arterial street as well as connecting with Highway 217. By reason of changing land use from rural to urba and with the intense commercial development such as Washington Square, the commercial property owners requested that the road be brought up to urban standards.

D. General Description of Project: To reconstruct to urban standards an existing county road The typical section would be a 64-foot improvement on an 80-foot right-of-way at each end of the project, with a 40-foot improvement on a 60-foot right-of-way in the middle (betwee Locust Street and Washington Square access road). Moving from south to north, a 5-lane section is proposed between Oak and Locust, a 3-lane section between Locust and Lehman, a 2-lane section between Lehman and the northeast access road to Washington Square, and a lane section from the access road to approximately 400' beyond Hall Boulevard. In all

Alignment: New ______ Existing XX ______ Combined ______

Typical Section: Existing: No. Lanes 2-3 ; Med. yes* ; Shldrs. yes ; Parking no
Proposed: No. Lanes 2-5 ; Med. yes* ; Shldrs. no ; Parking no

Traffic: Existing Facility: Existing ADT 7,000 ; Projected ADT 24,000 ; Yr. 1996
Existing Level of Service "C"

Proposed Facility: Projected ADT 24,000 ; Yr. 1996
Projected Level of Service "C"

* see project description

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels_______
Yes, No

Acres 1 ; Type of Relocation Req. none ; No._______

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:
Roadway runoff, which eventually drains into Ash Creek, will increase slightly in volume and velocity due to the replacement of an open ditch system with a storm sewer and the increased paved surface area.

Local City, County or COG priorities of project:

Project is included in the CRAG ITP and the 1977 TIP

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

A no build

Other Descriptive Information or Comments:

(Attach project sketch map.)

Insert -

D. General Description of Project (cont.): but the 2-lane section, the center lane will be used as a turning median. The project will actually include right-of-way purchase and roadway, widening for approximately 400' beyond Hall Boulevard (Oleson Road) to bring the Hall/Greenburg/Oleson intersection in line with the proposed improvements on Greenburg Road. Sidewalks and a storm sewer will be included for the entire length of the project section; neither exist presently. A signal will be installed at the intersection of Greenburg Road and Maple Leaf Street.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project section traverses a gently rolling hill terrain and lies just north of the confluence of two small streams, Fanno Creek and Ash Creek (see map). Natural and modified drainage for the corridor feeds primarily into Ash Creek. Vegetation of significance is found in landscaped properties, a park-like cemetery and considerable open field space planned for commercial development in the near future. No significant faunal habitat is evident within the potential impact area.

2. Cultural: The predominant land use pattern for the project area consists of low Density residential on the eastside of Greenburg Road and expanding commercial development on the westside as well as in nodes at each end of the project section. Exceptions are a church on the eastside and a fairly large cemetery on the west, both abutting Greenburg Road. A considerable amount of space is available for commercial expension with a large supermarket, variety store, and a bank being planned for construction in the immediate future along Greenburg Road. This area is typified as an essentially rural/residential setting undergoing the consequences of explosive urbanization.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No significant impacts. Much of the required right-of-way has already been dedicated for this project by adjacent commercial interests who support the project.

2. Estimated Impact on Traffic Patterns: A considerable amount of additional traffic will be generated on Greenburg Road, partially as a result of the project, and as consequence of planned commercial expansion in the area.

   Consequences--Air Quality, Noise, Safety, etc.: Given that this expansion occurs, the proposed facility should slightly lessen the adverse impacts resulting from increased traffic volumes as compared to the no-build alternative. Pedestrian and vehicle safety should improve regardless.

3. Estimated Impact on Land Use:

   The project will help facilitate additional commercial development in the area.

   Consequences: Although the commercial expansion is in accordance with the Washington County Comprehensive Framework Plan, the additional development and increased traffic will adversely impact the quality of adjacent residential land use.

4. Expected Impact on Natural Ecological Resources:

   The project itself will have no direct significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: The area's rapidly diminishing rural/residential character will be further impacted by additional commercial development. The road improvement, however, will not, in itself, significantly affect the cultural or scenic resources in the area beyond the possible removal of a number of mature trees planted along the eastside of the road at the north end of the project. A cultural resource study may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

Highway noise impacts to adjacent residential area and church.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Given that extensive traffic generation occurs, the proposed improvement should have a beneficial effect. An indirect source permit will be required.

b. Noise Standards - Frequency of occurrence and level of noise will increase for adjacent sensitive receptors--residences and a church. A noise study report will be required.

c. Water Quality Standards

No significant change is expected

d. Area Land Use and Transportation Plans, and Zoning
The project is consistent with the Washington County Comprehensive Framework Plan and recent zoning changes.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	_x_ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The burden of responsibility for significant future impacts to the area is not on this proposal, but rather on the allowing of additional, traffic intensive, commercial development. By itself, this project will not significantly alter the human environment within the corridor.

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 ____ 4

B

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: July 14, 1977

FROM: for D. Swan
Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
S.W. Oak St.-S.W. Hall Blvd.
S.W. Greenburg Road
Washington County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of Major Non-Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

EJH
7-15-77

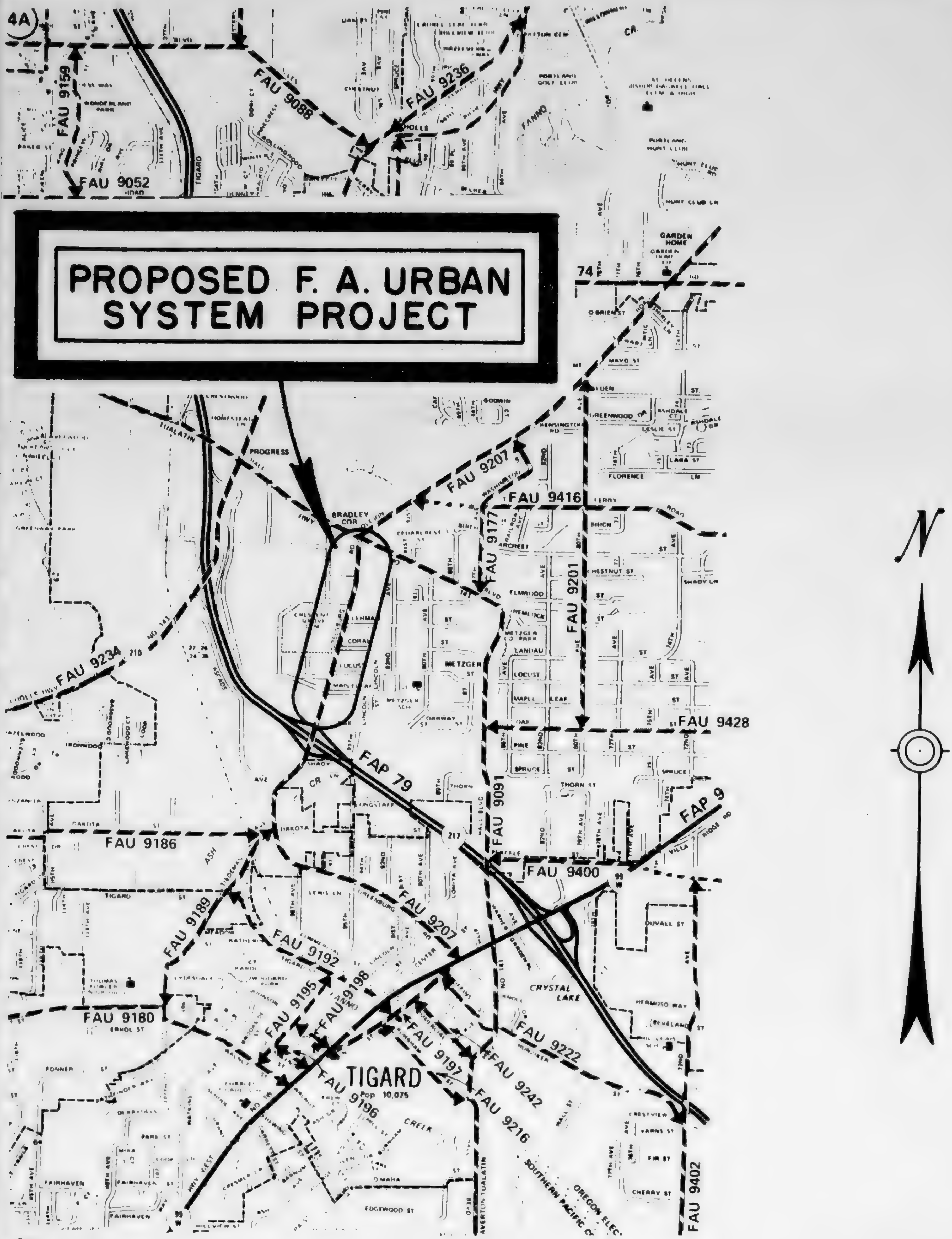
WASHINGTON COUNTY
Proposed Urban System Project

S.W. Hall Blvd.-S.W. Oak Street Section
S.W. Greenburg Road, FAU 9207
Grade, Pave, Signals, Sign and Stripe
0.60 miles
$494,000

This project entails all the work and costs to widen S.W. Greenburg Road to provide for four travel lanes and a left-turn median. Traffic control signals will be installed at the intersection of S.W. Mapleleaf Street and S.W. Greenburg Road.

State will perform the preliminary and construction engineering.

77-c
6/9/77



PROPOSED F. A. URBAN SYSTEM PROJECT

4A
FAU 9159
FAU 9088
FAU 9236
FAU 9052
FAU 9207
FAU 9416
FAU 9177
FAU 9201
FAU 9234
FAU 9428
FAP 79
FAP 9
FAU 9186
FAU 9400
FAU 9189
FAU 9192
FAU 9195
FAU 9198
FAU 9091
FAU 9180
FAU 9197
FAU 9222
FAU 9242
FAU 9196
FAU 9216
FAU 9402
TIGARD
Pop 10,075
GARDEN HOME
METZGER
CRYSTAL LAKE
N

FEDERAL AID PROJECT REQUEST

Date February 1, 1977

Applicant Agency Washington County

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAUS 9207 Route Name S.W. Greeburg Road

Project Name S.W. Greenburg Road

Project Length .6 mile Project Location (Attach sketch map) ⬅

Project Description To reconstruct existing county road to urban arterial standards

Average Daily Traffic 7,000 (1976) Design Speed 50 MPH

ME PR1 PR2 DE
C.[illegible]D. - METRO
[illegible] 4 1977
FILE T/A

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) ⬅

Width 24 ' 36' Travel Lanes 2 Shoulders 0' - 4'

Medians No Parking ____

Sidewalks No

Remarks Widened portion South of Hall Blvd. for approximately 700 feet can be utilized, overlay only

2. Desired Roadway Cross Section: (Attach sketch) ⬅

Width 64 feet Travel Lanes 4 Shoulders curbs

Medians Left Turn Parking No

Curbed Yes Length Curb Radii By P.E.

Sidewalk/Bikeway Sidewalks

Remarks Section between S.W. Locust St. and S.W. Lehman St. will be 3 lane section (see attached typical section)

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

At Hall Blvd. and Greenburg Road Intersection

2. Proposed Signalization:

Location Entrance to Washington Square

Type Actuated
Phases By P.E.
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: NONE

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure: NONE

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing ______ Office

WASHINGTON COUNTY DEPARTMENT OF PUBLIC WORKS
CONTACT: JOHN F. CROCKETT, DIRECTOR

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 400,000
Right-of-way costs (if participating)	
Traffic control	50,000
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	44,000
PROJECT TOTAL	$ 494,000

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

~~CITY OF~~________ and/or WASHINGTON COUNTY

~~By~~________

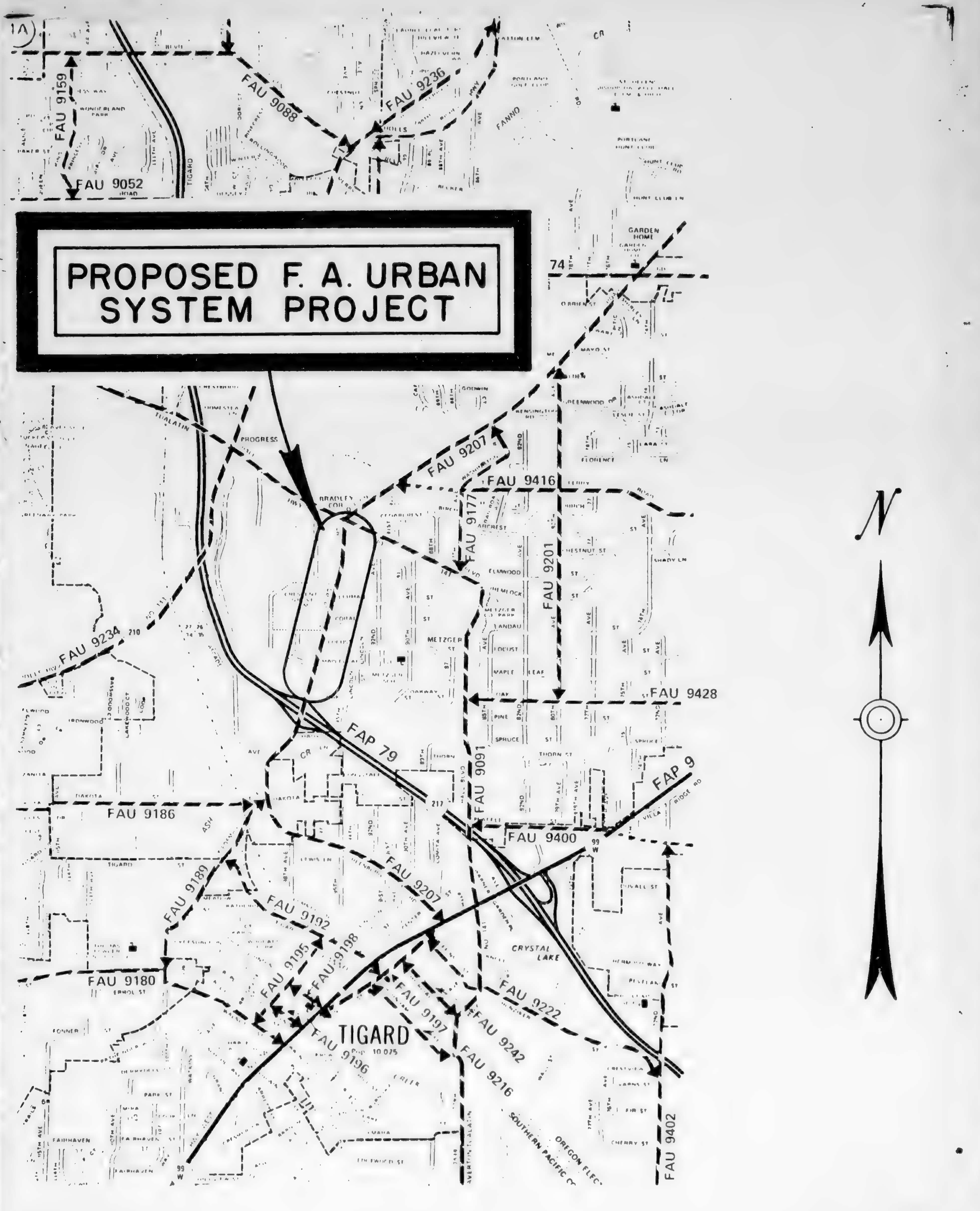
~~By~~________

By Miller M. Duris

Miller M. Duris, Vice Chairman
Board of County Commissioners

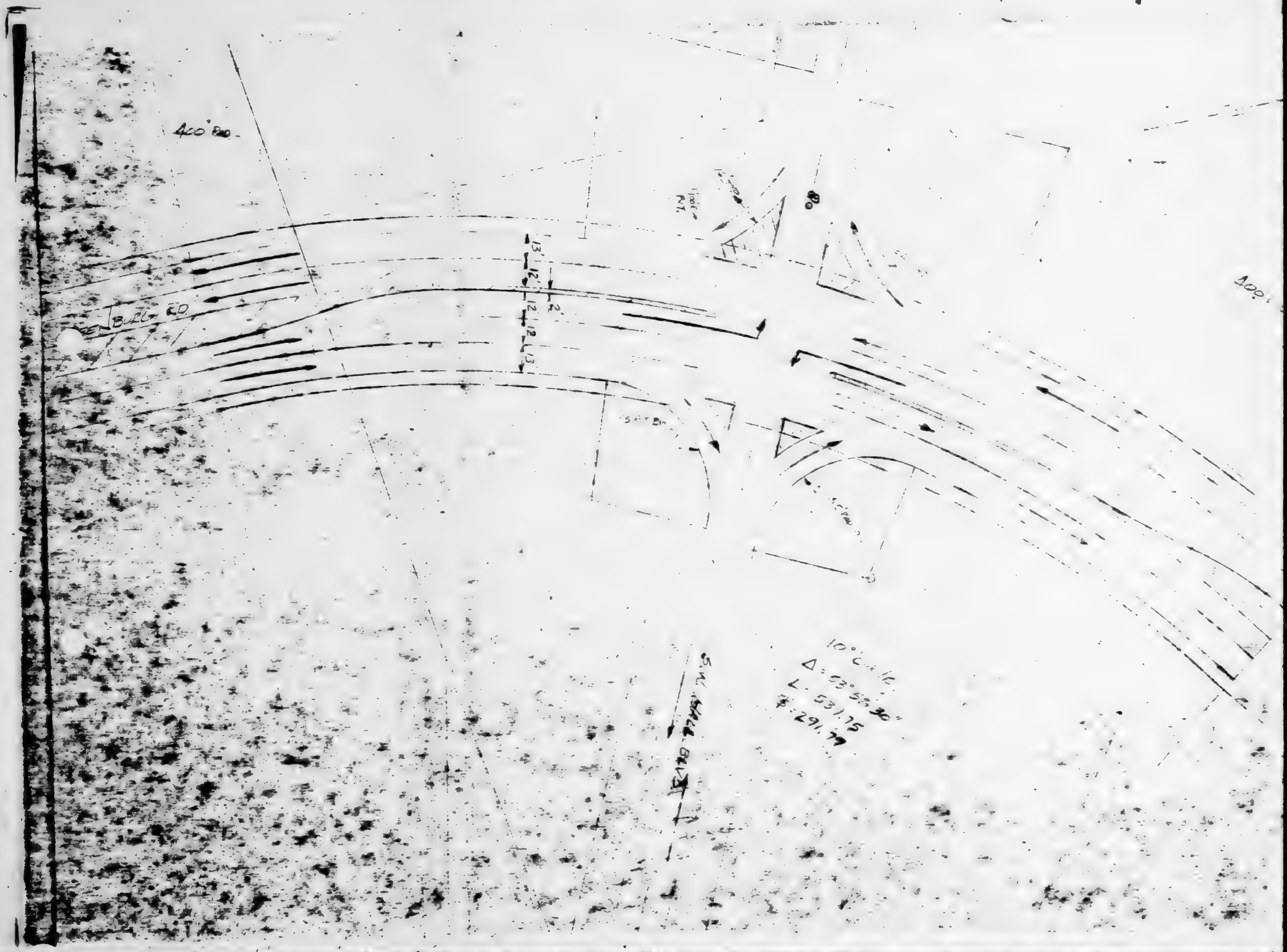
By Jo Ann Johansen
Recording Secretary

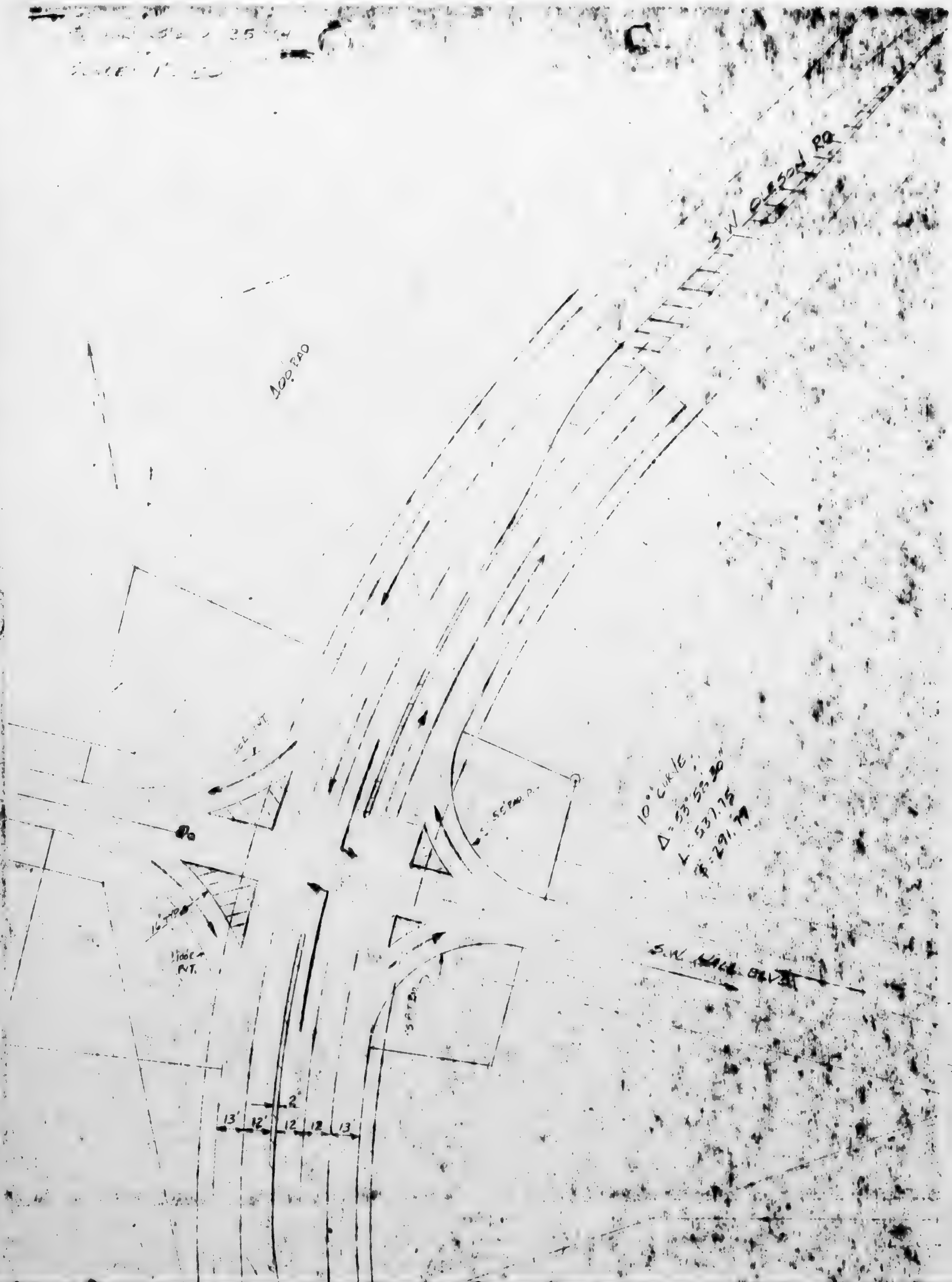
APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-60
DATE 2-1-77
BY Jo Ann Johansen
CLERK OF THE BOARD

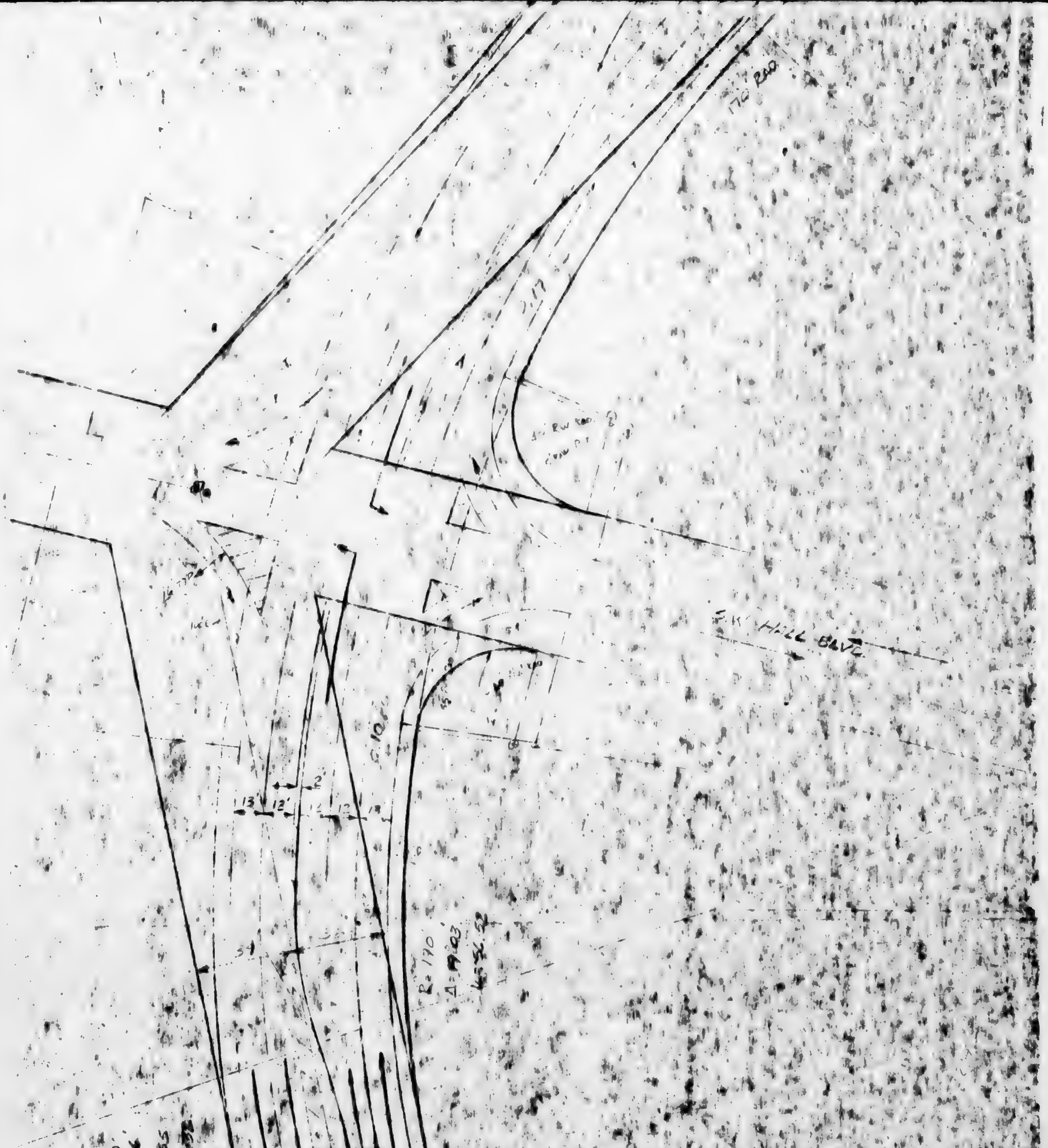


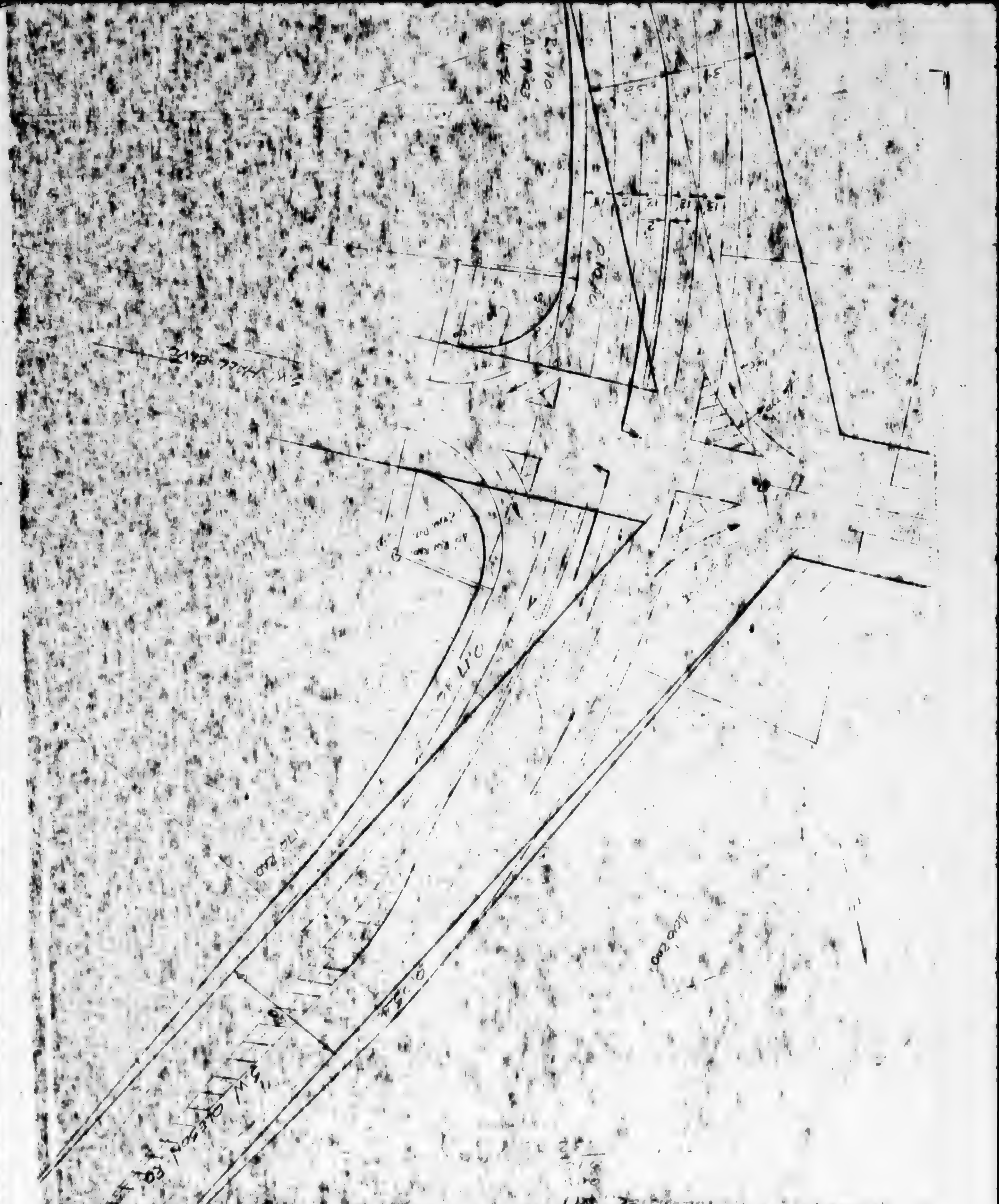
PROPOSED F. A. URBAN SYSTEM PROJECT

1A
FAU 9159
FAU 9088
FAU 9236
FAU 9052
FAU 9207
FAU 9416
FAU 9177
FAU 9201
FAU 9234
FAU 9428
FAP 79
FAP 9
FAU 9186
FAU 9091
FAU 9400
FAU 9189
FAU 9192
FAU 9195
FAU 9198
FAU 9180
FAU 9197
FAU 9242
FAU 9222
FAU 9196
FAU 9216
FAU 9402
TIGARD
METZGER
GARDEN HOME
CRYSTAL LAKE
TUALATIN
PROGRESS
BRADLEY COR
74
99W
217
210
SOUTHERN PACIFIC
OREGON ELEC
N


400' R.
BLVD 60
13
12
12
12
12
13
2
400'
S.W.
BLVD
10° Curve
Δ = 53°55'30"
L = 531.75
R = 291.79

S.W. OLESON RD
S.W. HALL BLVD
10° CURVE
Δ = 53°58'30"
L = 537.75
T = 291.79
100' RAD
100' R PNT.
16' TYP.
SEPAR.
2'
13'
12'
12
12
13'
25

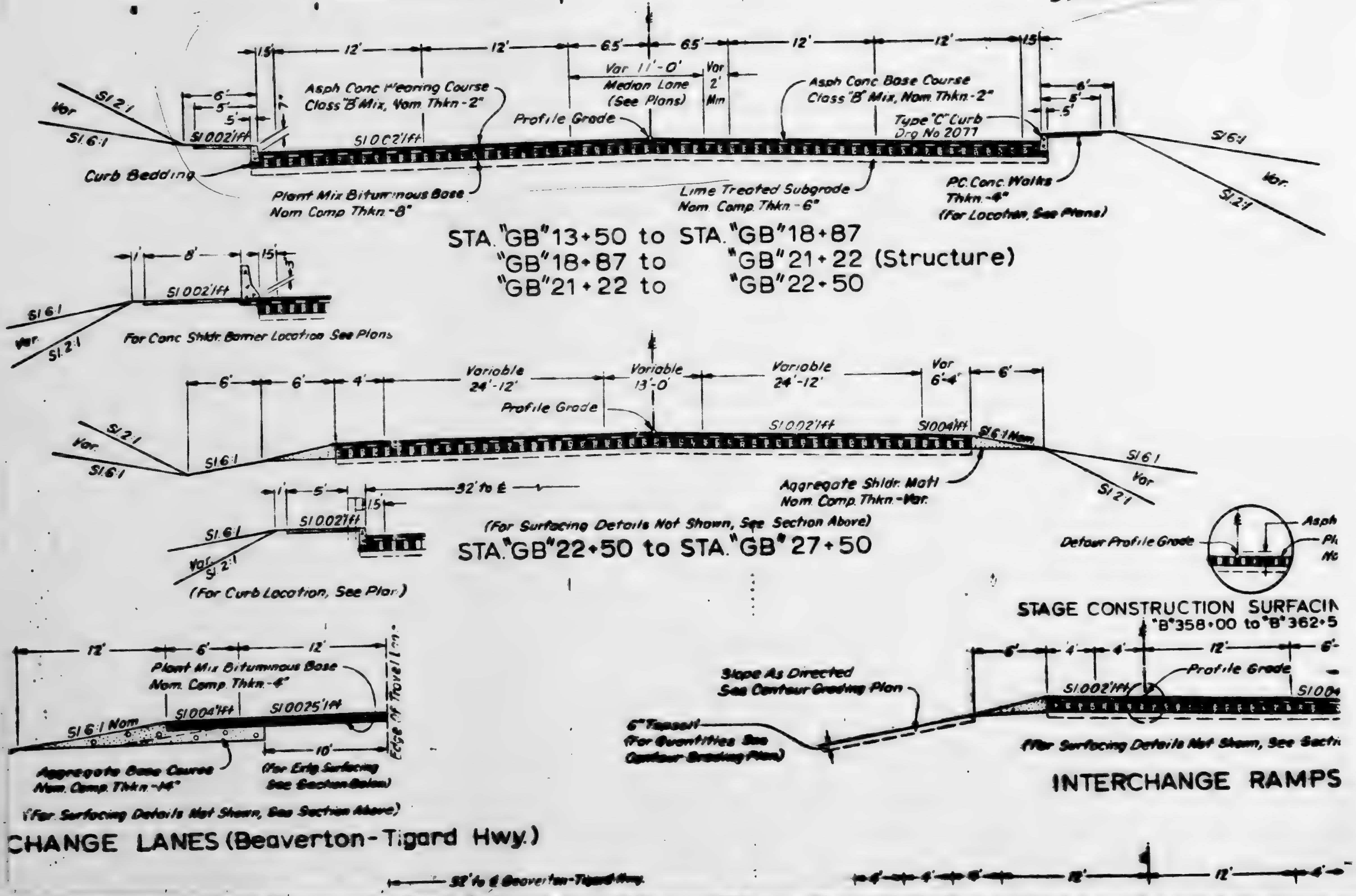

170 RAD
ELK HILL BLVD
13'
12'
2'
12
12
13
10'
54
R=170
Δ=19°03'
L=56.52
400 RAD
Δ=8°06'
56.35
38'
38
CREEK BLVD



170 Rad
40 Rad

TYPICAL SECTIONS

SECTION "A"


1.5'
12'
12'
6.5'
6.5'
12'
12'
1.5'
Var 11'-0'
Median Lane
(See Plans)
Var
2'
Min
6'
5'
5'
7"
Sl 2:1
Var
Sl 6:1
Sl 0.02'/ft
Sl 0.02'/ft
Curb Bedding
Asph Conc Wearing Course
Class "B" Mix, Nom Thkn - 2"
Profile Grade
Asph Conc Base Course
Class "B" Mix, Nom Thkn - 2"
Type "C" Curb
Drg No 2077
Plant Mix Bituminous Base
Nom Comp Thkn - 8"
Lime Treated Subgrade
Nom Comp Thkn - 6"
P.C. Conc. Walks
Thkn - 4"
(For Location, See Plans)
Sl 6:1
Var
Sl 2:1
1'
8'
1.5'
Sl 0.02'/ft
Sl 6:1
Var
Sl 2:1
For Conc Shldr Barrier Location See Plans
6'
6'
4'
Variable
24'-12'
Variable
13'-0'
Variable
24'-12'
Var
6'-4'
6'
Profile Grade
Sl 0.02'/ft
Sl 0.04'/ft
Sl 6:1 Nom
Sl 2:1
Var
Sl 6:1
Sl 6:1
Sl 6:1
Var
Sl 2:1
Aggregate Shldr Matl
Nom Comp Thkn - Var
1'
5'
1.5'
32' to ℄
Sl 0.02'/ft
Sl 6:1
Var
Sl 2:1
(For Curb Location, See Plan)
(For Surfacing Details Not Shown, See Section Above)
℄
Asph
Pl
No
Detour Profile Grade
12'
6'
12'
Plant Mix Bituminous Base
Nom Comp Thkn - 4"
Sl 6:1 Nom
Sl 0.04'/ft
Sl 0.025'/ft
Edge Of Travel Lane
Aggregate Base Course
Nom Comp Thkn - 14"
10'
(For Exitg Surfacing
See Section Below)
(For Surfacing Details Not Shown, See Section Above)
6'
4'
4'
12'
6'
Slope As Directed
See Contour Grading Plan
Profile Grade
Sl 0.02'/ft
Sl 0.04
6" Topsoil
(For Quantities See
Contour Grading Plan)
(For Surfacing Details Not Shown, See Secti
32' to ℄ Beaverton-Tigard Hwy
4'
4'
6'
12'
12'
4'

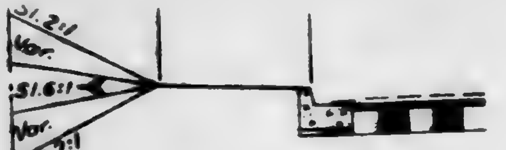
STA. "GB" 13+50 to STA. "GB" 18+87
"GB" 18+87 to "GB" 21+22 (Structure)
"GB" 21+22 to "GB" 22+50

STA. "GB" 22+50 to STA. "GB" 27+50

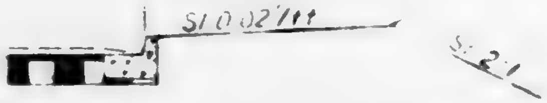
STAGE CONSTRUCTION SURFACIN
"B" 358+00 to "B" 362+5

CHANGE LANES (Beaverton-Tigard Hwy.)

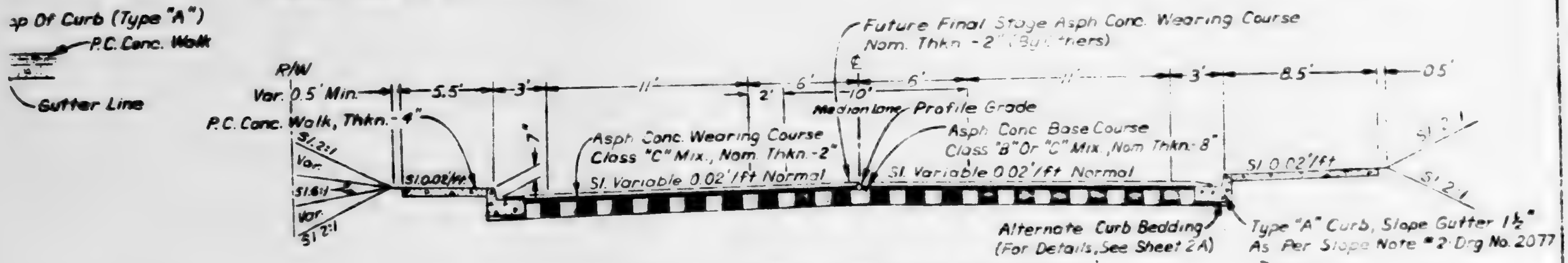
INTERCHANGE RAMPS


Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

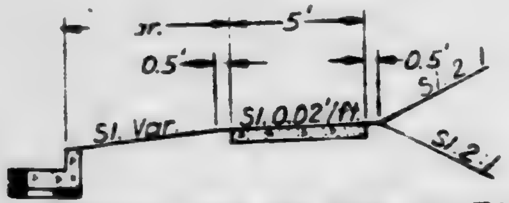
STA. 62 + 30 To STA. 64 + 00.42


Sl. 0.02'/ft
Sl. 2:1

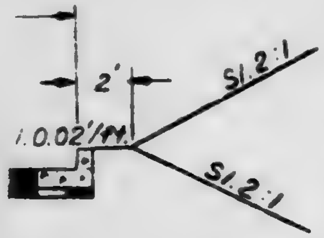
STA 62 + 75 To STA 64 + 00.42

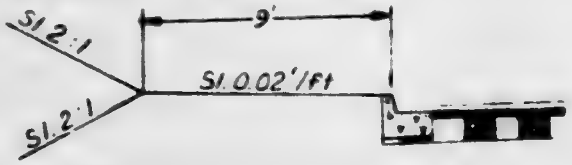

ɔp Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line
R/W
Var. 0.5' Min.
P.C. Conc. Walk, Thkn. - 4"
5.5'
3'
11'
2'
6'
℄
10'
6'
11'
3'
8.5'
0.5'
Future Final Stage Asph Conc. Wearing Course
Nom. Thkn - 2" (By Others)
Median lane
Profile Grade
Asph. Conc. Wearing Course
Class "C" Mix., Nom. Thkn. -2"
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom Thkn. 8"
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1
Sl. 0.02'/ft
7"
Sl. Variable 0.02'/ft Normal
Sl. Variable 0.02'/ft Normal
Sl. 0.02'/ft
Sl. 2:1
Sl. 2:1
Alternate Curb Bedding
(For Details, See Sheet 2A)
Type "A" Curb, Slope Gutter 1½"
As Per Slope Note #2 Drg No. 2077

STA 0 + 26 To STA. 64 + 00.42
64 + 00.42 65 + 50.42 (Temp. Conn.) } S.E. River Rd.


5'
0.5'
0.5'
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

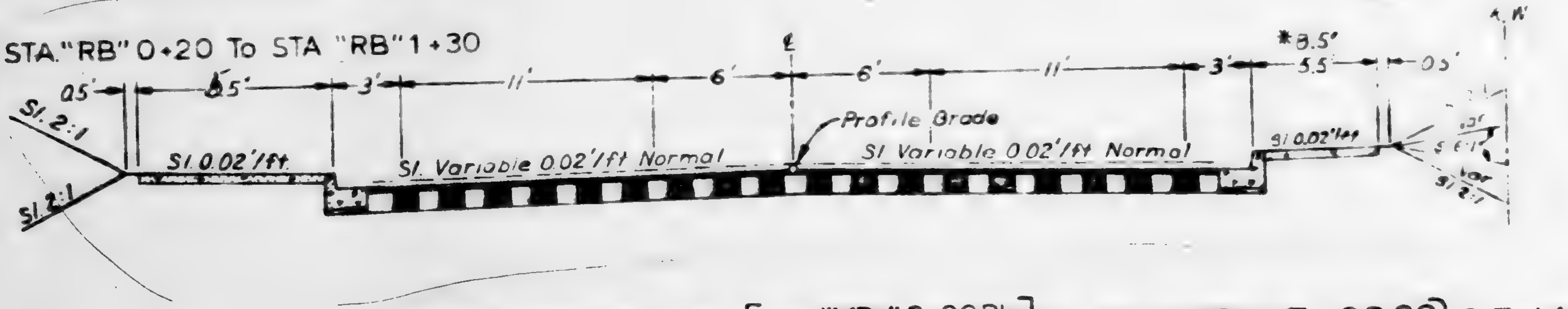
ɅEADOW LARK DR., (STA. 55 + 71.65, Lt. & Rt.)


2'
l. 0.02'/ft.
Sl. 2:1
Sl. 2:1


9'
Sl. 2:1
Sl. 0.02'/ft
Sl. 2:1

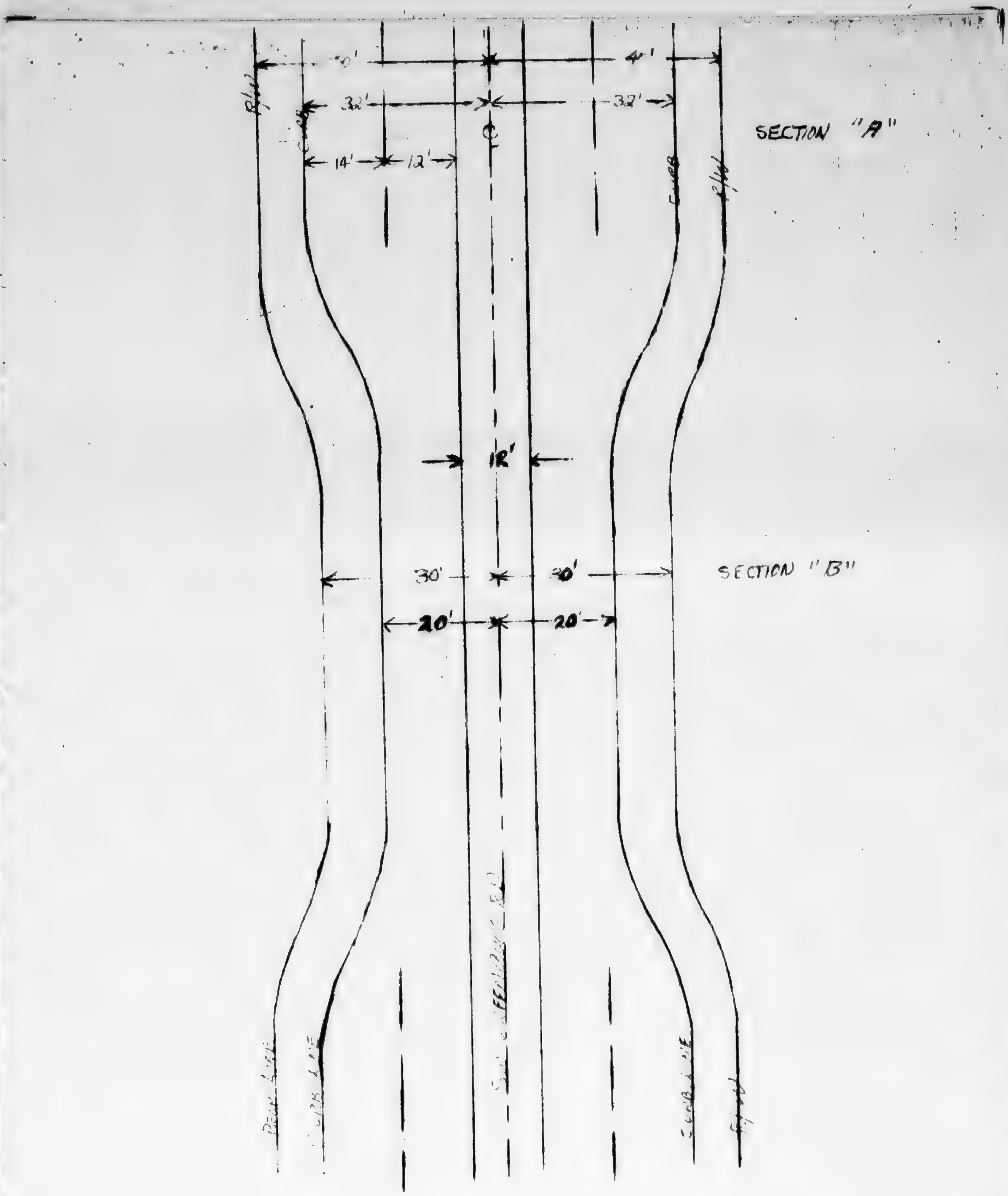
STA. "RB" 0 + 20 To STA "RB" 1 + 30

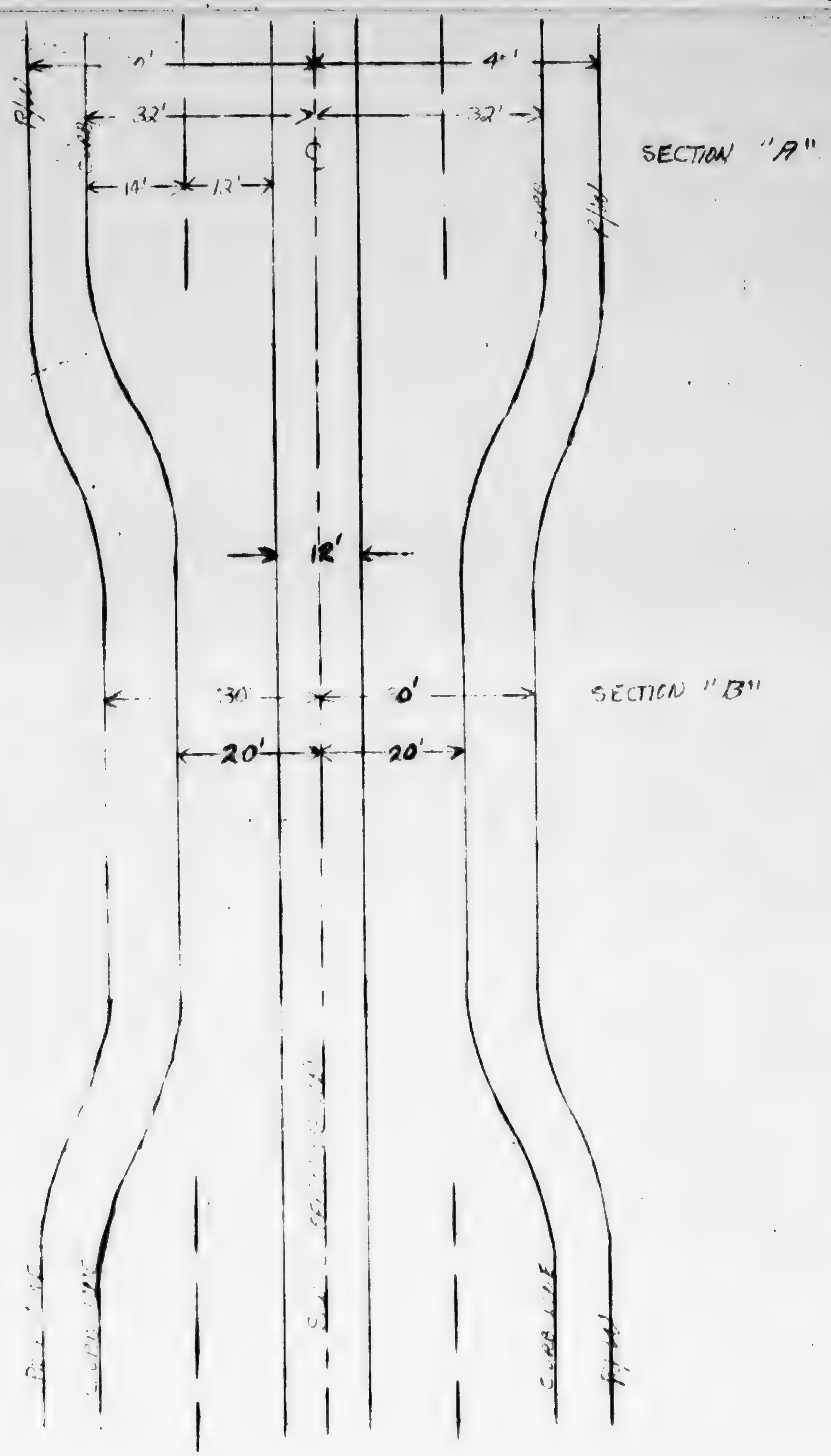
SECTION "B"

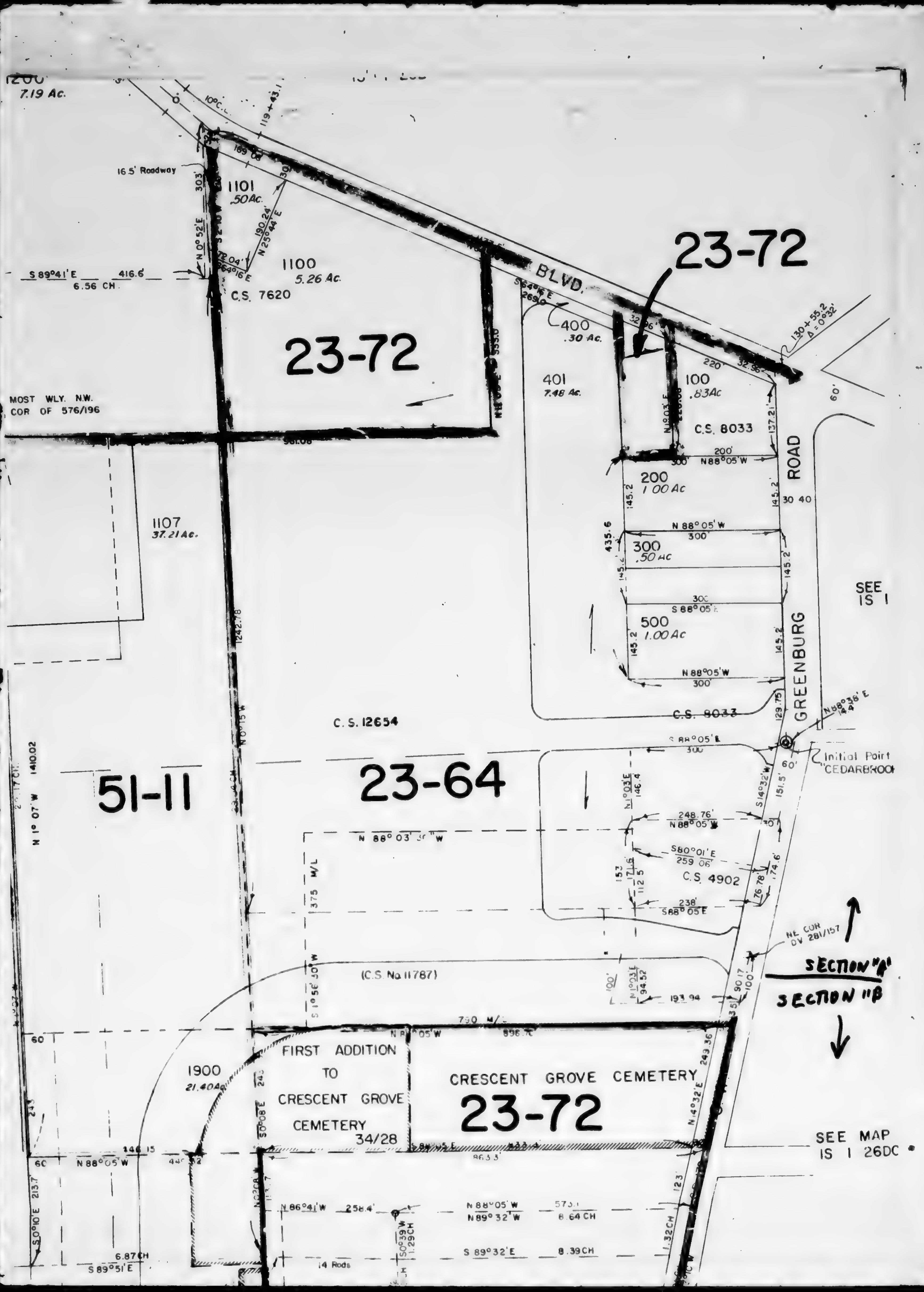

0.5'
8.5'
3'
11'
6'
℄
6'
11'
3'
*8.5'
5.5'
0.5'
Sl. 2:1
Sl. 2:1
Sl. 0.02'/ft.
Sl. Variable 0.02'/ft Normal
Profile Grade
Sl. Variable 0.02'/ft Normal
Sl. 0.02'/ft
Sl. 6:1
Var.
Sl. 2:1

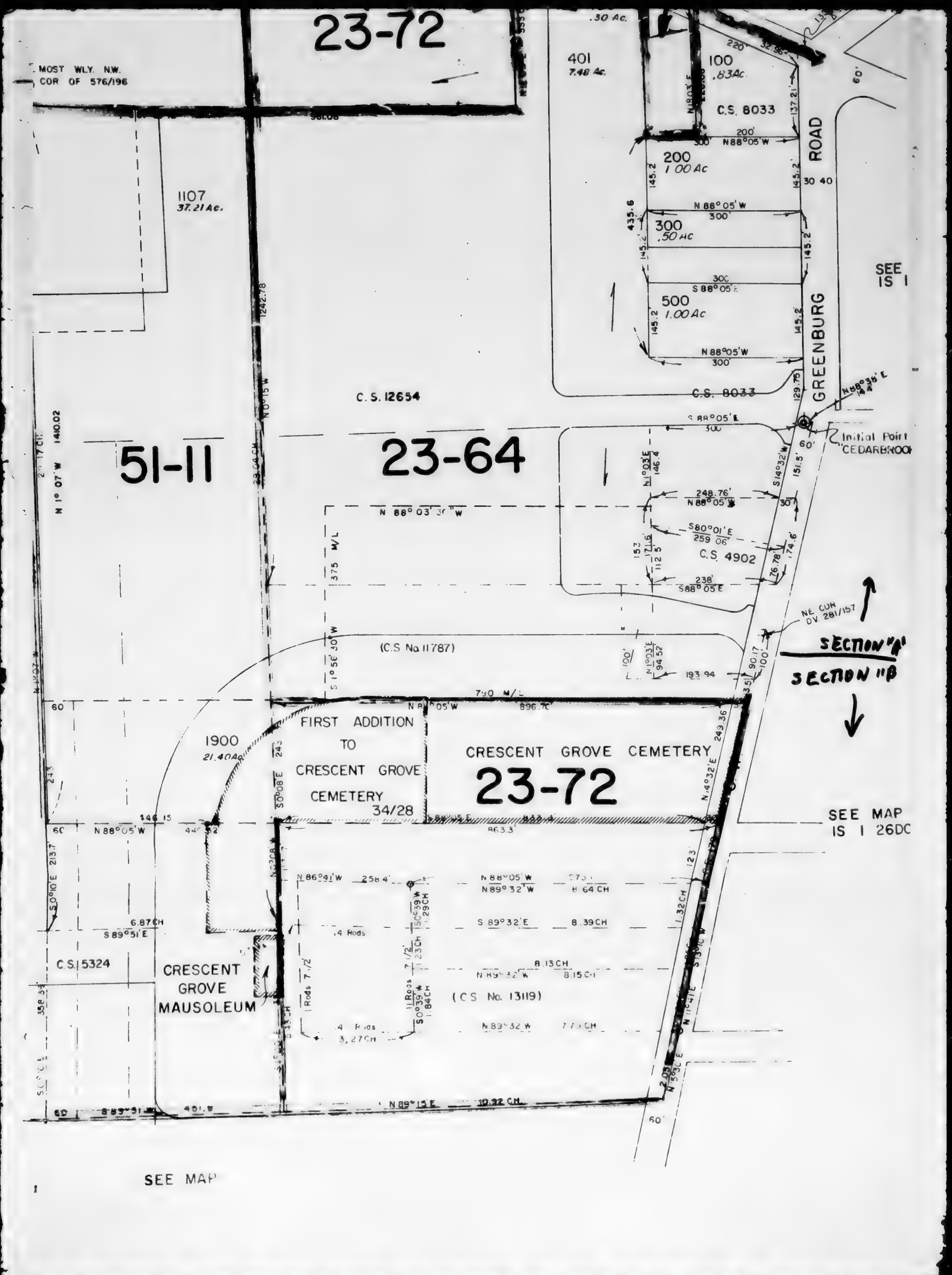
STA. "MBN" 9 + 06 [EQUA. "MBN" 0+00 Bk= "MBs" 0+00 Ah.] To STA. "MBs" 7 + 09.20 } S.E. Minter Bridge Road
"MBs" 7 + 09.20 To "MBs" 9 + 09.20 (Temp. Conn.) } S.E. Minter Bridge Road
*"RB" 0 + 20 To "RB" 1 + 30 } Rood Bridge Road
"RB" 1 + 30 To "RB" 2 + 50 (Temp. Conn.) } Rood Bridge Road

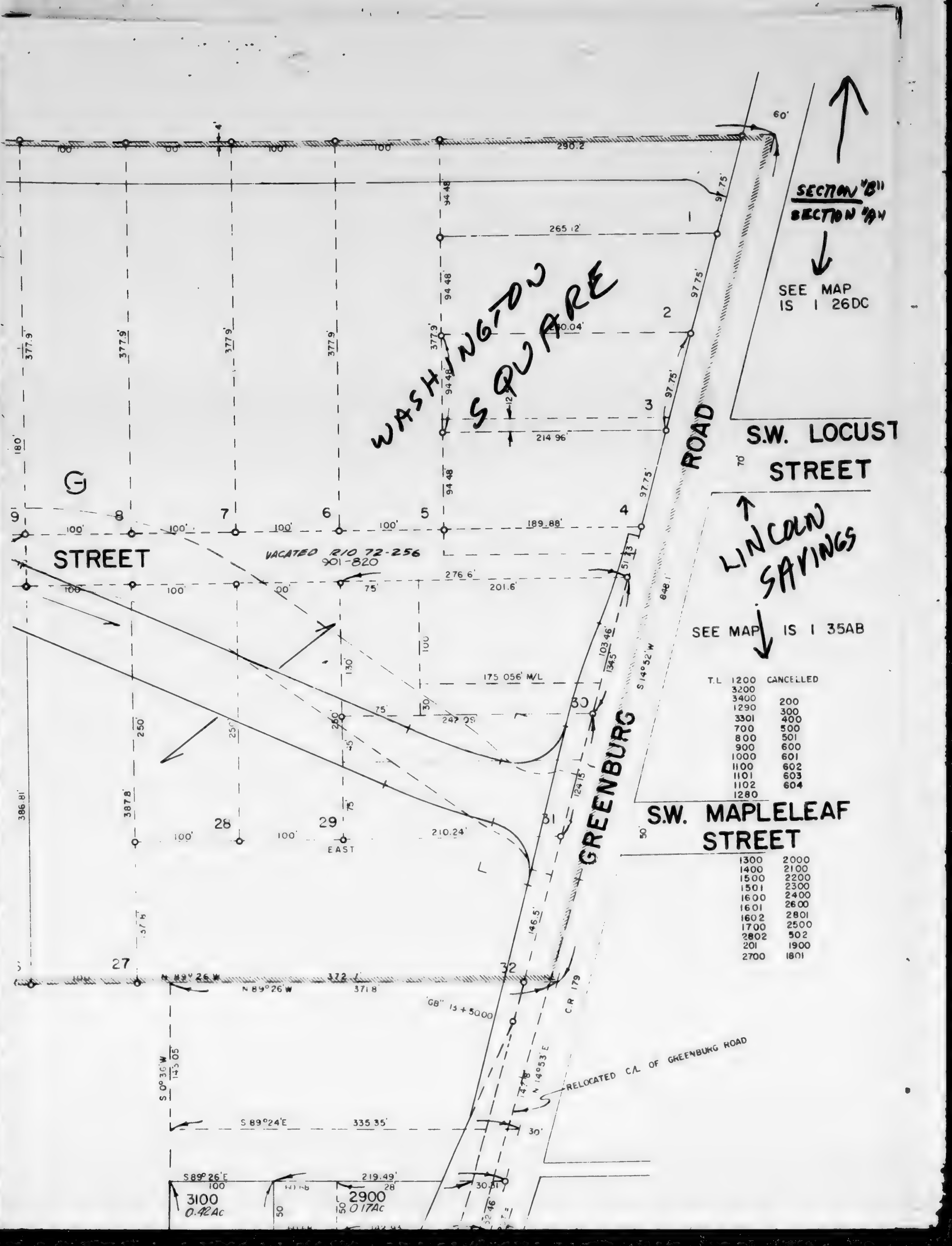
(For Surfacing Details Not Shown See Section Above)

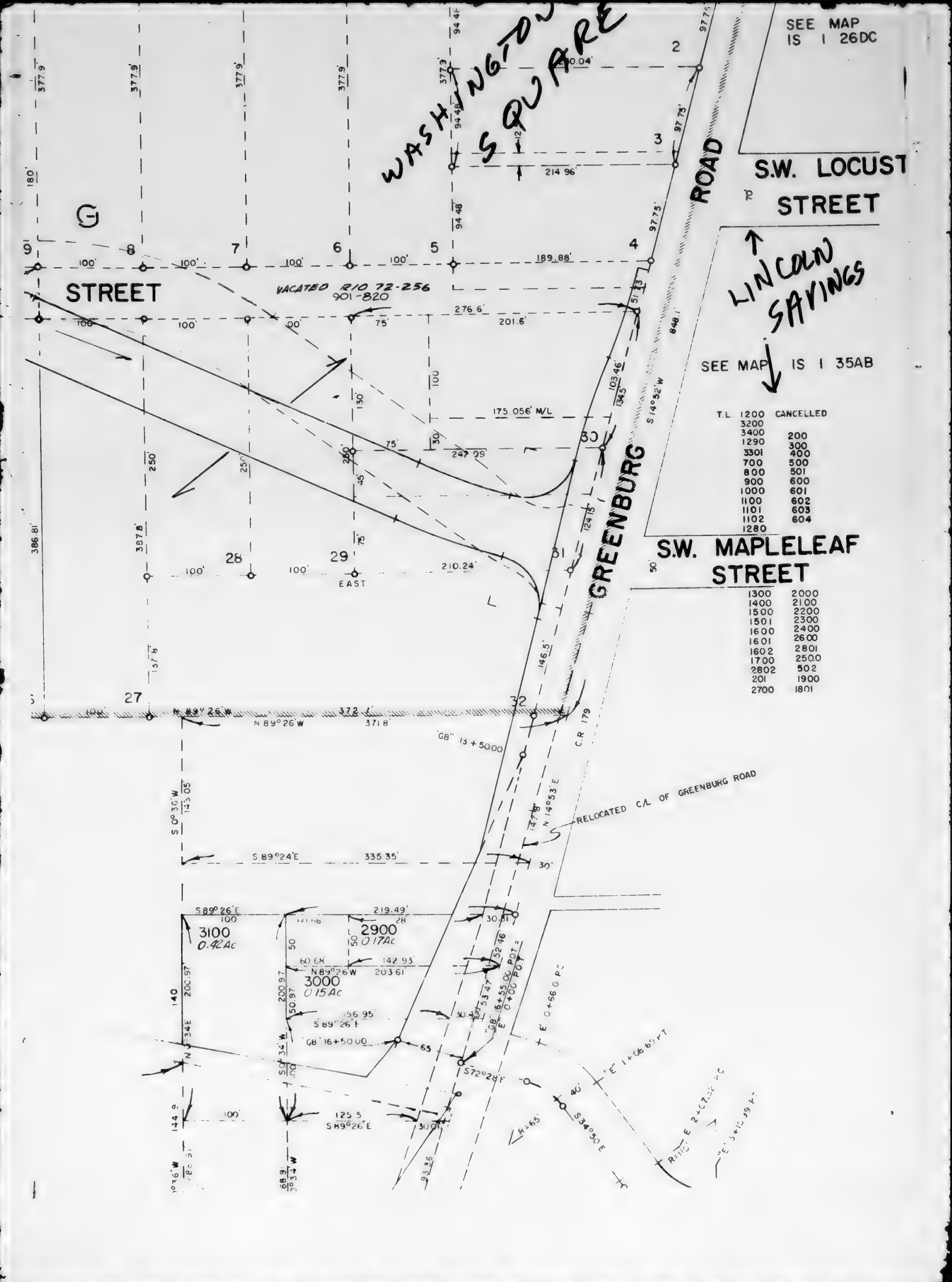
40'
40'
32'
32'
℄
14'
12'
R/W
CURB
CURB
R/W
SECTION "A"
12'
30'
30'
SECTION "B"
20'
20'
PROP LINE
CURB LINE
CURB LINE

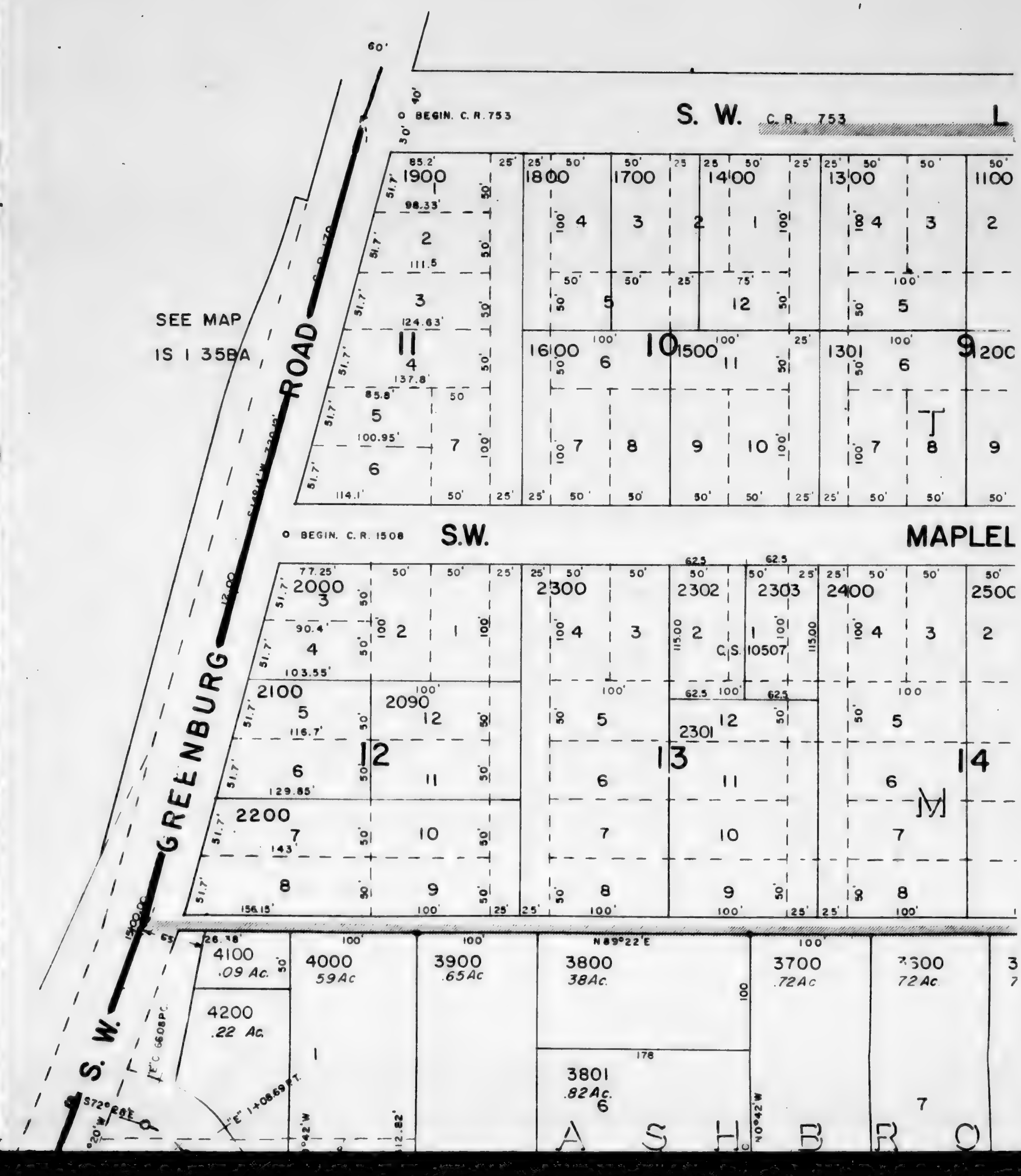

4'
32'
32'
℄
14'
12'
SECTION "A"
R/W
CURB
12'
30'
0'
SECTION "B"
20'
20'
CURB LINE
R/W

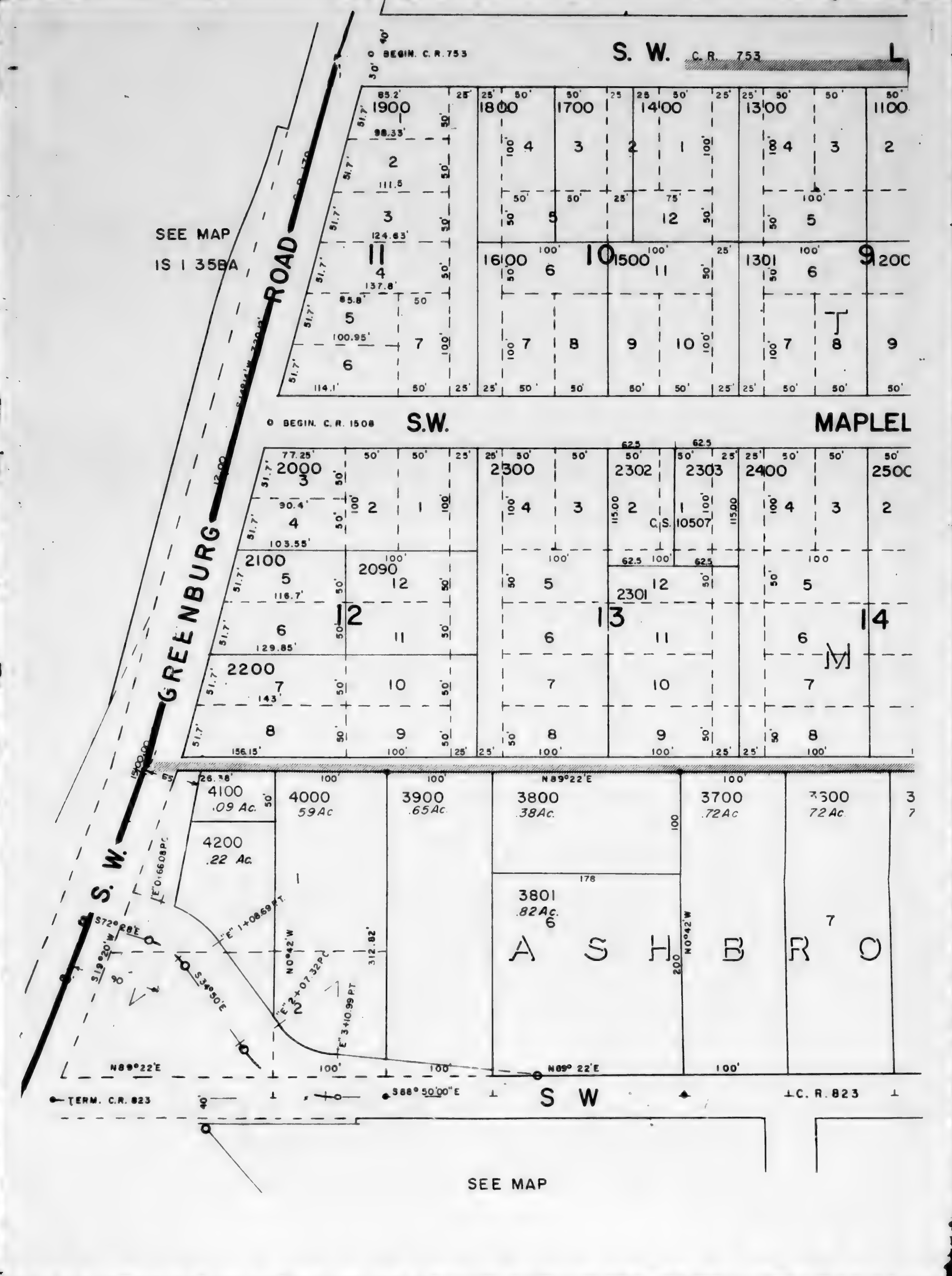

1200
7.19 Ac.
16.5' Roadway
1101
.50 Ac.
1100
5.26 Ac.
C.S. 7620
S 89°41'E 416.6'
6.56 CH.
N 0°52'E
190.24
N 25°44'E
BLVD.
23-72
23-72
400
.30 Ac.
401
7.48 Ac.
100
.83 Ac
C.S. 8033
130+55.2
Δ=0°32'
MOST WLY. N.W. COR OF 576/196
1107
37.21 Ac.
200
1.00 Ac
N 88°05'W
300
.50 Ac
500
1.00 Ac
S 88°05'E
GREENBURG ROAD
SEE IS 1
C.S. 8033
C.S. 12654
N 88°38'E 14.4
Initial Point 'CEDARBROO
51-11
23-64
N 1° 07' W 1410.02
N 88° 03' 30" W
375 M/L
S 14°32'W 151.5'
248.76'
N 88°05'W
S 80°01'E 259.06'
C.S. 4902
238'
S 88°05'E
NE COR DV 281/157
SECTION "A"
SECTION "B"
(C.S. No. 11787)
S 1°56'30"W
193.94
790 M/L
896.76
1900
21.40 Ac
FIRST ADDITION TO CRESCENT GROVE CEMETERY 34/28
CRESCENT GROVE CEMETERY
23-72
N 14°32'E 243.36
SEE MAP IS 1 26DC
N 88°05'W
863.3'
N 86°41'W 258.4'
N 88°05'W 573.1
N 89°32'W 8.64 CH
S 0°39'W 1.29 CH
S 89°32'E 8.39 CH
1.32 CH
6.87 CH
S 89°51'E
14 Rods
S 0°10'E 213.7

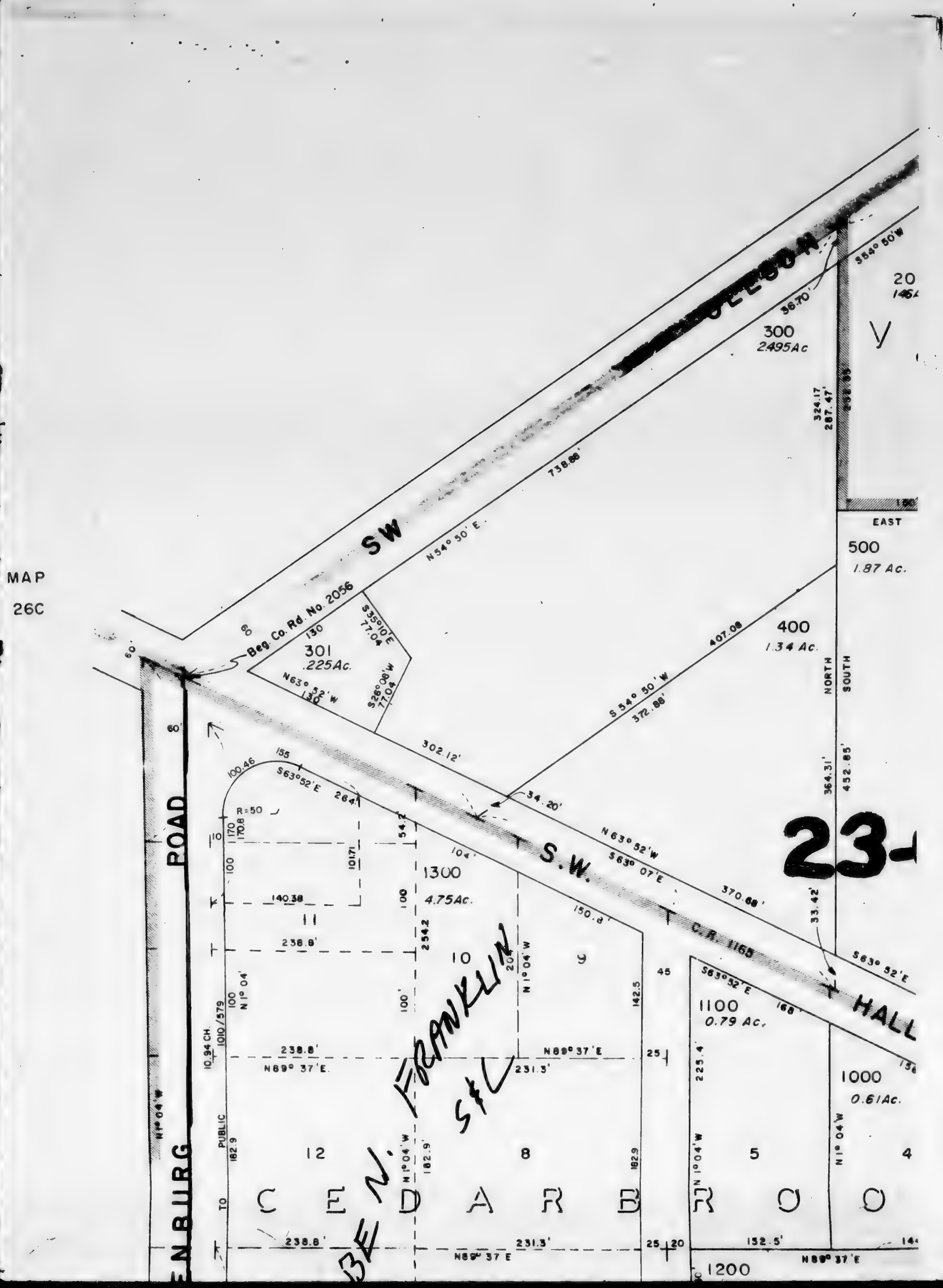

23-72
.30 Ac.
MOST WLY. N.W. COR OF 576/196
401
7.48 Ac.
100
.83Ac.
C.S. 8033
220'
137.21'
961.08
N1°03'E
200'
300' N88°05'W
ROAD
60'
200
1.00 Ac
145.2
30 40
1107
37.21 Ac.
435.6
N 88° 05' W
300'
300
.50 Ac
145.2
SEE IS 1
300
S 88° 05' E
500
1.00 Ac
GREENBURG
N 88°05'W
300'
1242.78
C.S. 12654
C.S. 8033
129.75
N88°35'E
S 88°05'E
300
Initial Point "CEDARBROOK
60'
51-11
23-64
N 1° 07' W 1410.02
N0°15'W
N1°03'E 146.4
S14°32'W
151.5'
248.76'
N88°05'W
30'
N 88° 03' 30" W
S80°01'E
259.06'
174.6'
375 M/L
153
171.6
112.5
C.S. 4902
76.78'
238'
S88°05'E
NE COR DV. 281/157
SECTION "A"
SECTION "B"
(C.S. No. 11787)
S 1° 56' 30" W
100'
N1°03'E 94.52
193.94
90.17
100
790 M/L
60
N 88°05'W
896.70
FIRST ADDITION TO CRESCENT GROVE CEMETERY 34/28
CRESCENT GROVE CEMETERY
23-72
249.36
N.14°32'E
1900
21.40Ac.
243
S0°08'E
146.15
60
N 88°05'W
440.32
S 84°05 E
833.4
863.3
SEE MAP IS 1 26DC
123'
S0°10'E 213.7
N 86°41'W
258.4'
N 88°05'W
N89°32'W
8.64 CH
S0°39'W 1.29CH
1.32CH
6.87CH
S89°51'E
14 Rods
S 89°32'E
8.39CH
C.S. 5324
CRESCENT GROVE MAUSOLEUM
7 1/2'
23CH
8.13CH
N 89°32'W
8.15CH
11 Rods
S0°39'W 1.84CH
(C.S. No. 13119)
1 Rods 7 1/2
14 Rods
3.27CH
N 89°32'W
7.73CH
S13°10'W
N 11°41'E
359.39
2.05
N 55°C E
60
S 89°51'E
401.8
N 89°15'E
10.32 CH.
60'
SEE MAP

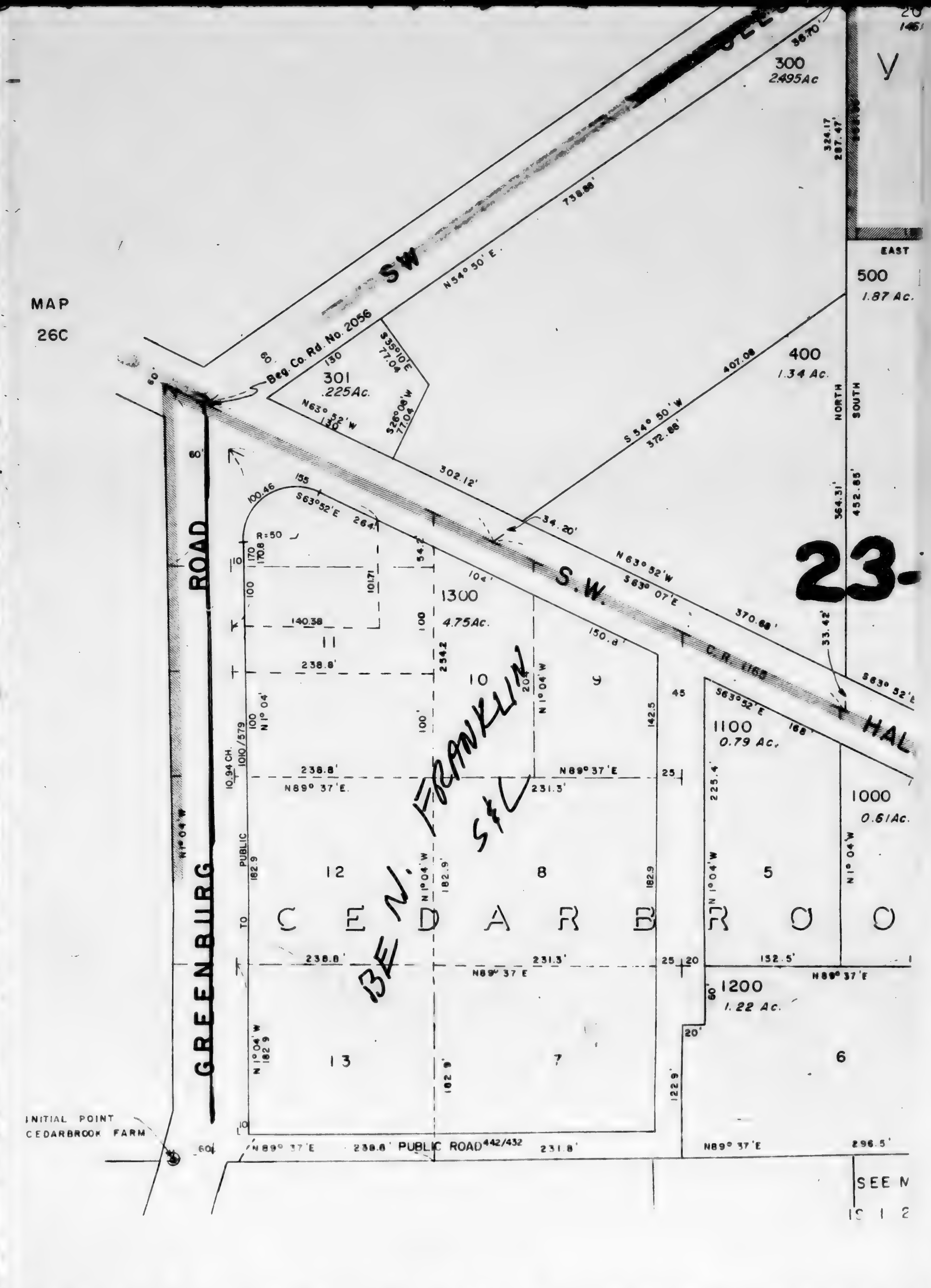

SECTION "B"
SECTION "A"
SEE MAP IS 1 26DC
WASHINGTON SQUARE
S.W. LOCUST STREET
LINCOLN SAVINGS
SEE MAP IS 1 35AB
T.L 1200 CANCELLED
3200
3400
1290
3301
700
800
900
1000
1100
1101
1102
1280
200
300
400
500
501
600
601
602
603
604
S.W. MAPLELEAF STREET
1300
1400
1500
1501
1600
1601
1602
1700
2802
201
2700
2000
2100
2200
2300
2400
2600
2801
2500
502
1900
1801
GREENBURG ROAD
STREET
VACATED R10 72-256
901-820
G
1
2
3
4
5
6
7
8
9
27
28
29
30
31
32
60'
70'
50'
30'
290.2
265.12'
190.04'
214.96'
189.88'
276.6'
201.6'
175.056' M/L
247.09
210.24'
97.75'
94.48
377.9
377.9'
180'
386.81'
387.8'
250
130
100
75'
51.13
103.46'
134.5
124.15
146.5'
S 14°52' W
848.1
EAST
N 89°26' W
372.7
371.8
C.R. 179
"GB" 13+50.00
N 14°53' E
RELOCATED C/L OF GREENBURG ROAD
S 0°36' W
143.05
S 89°24' E
335.35'
S 89°26' E
219.49'
30.81
32.46
3100
0.42Ac
2900
0.17Ac

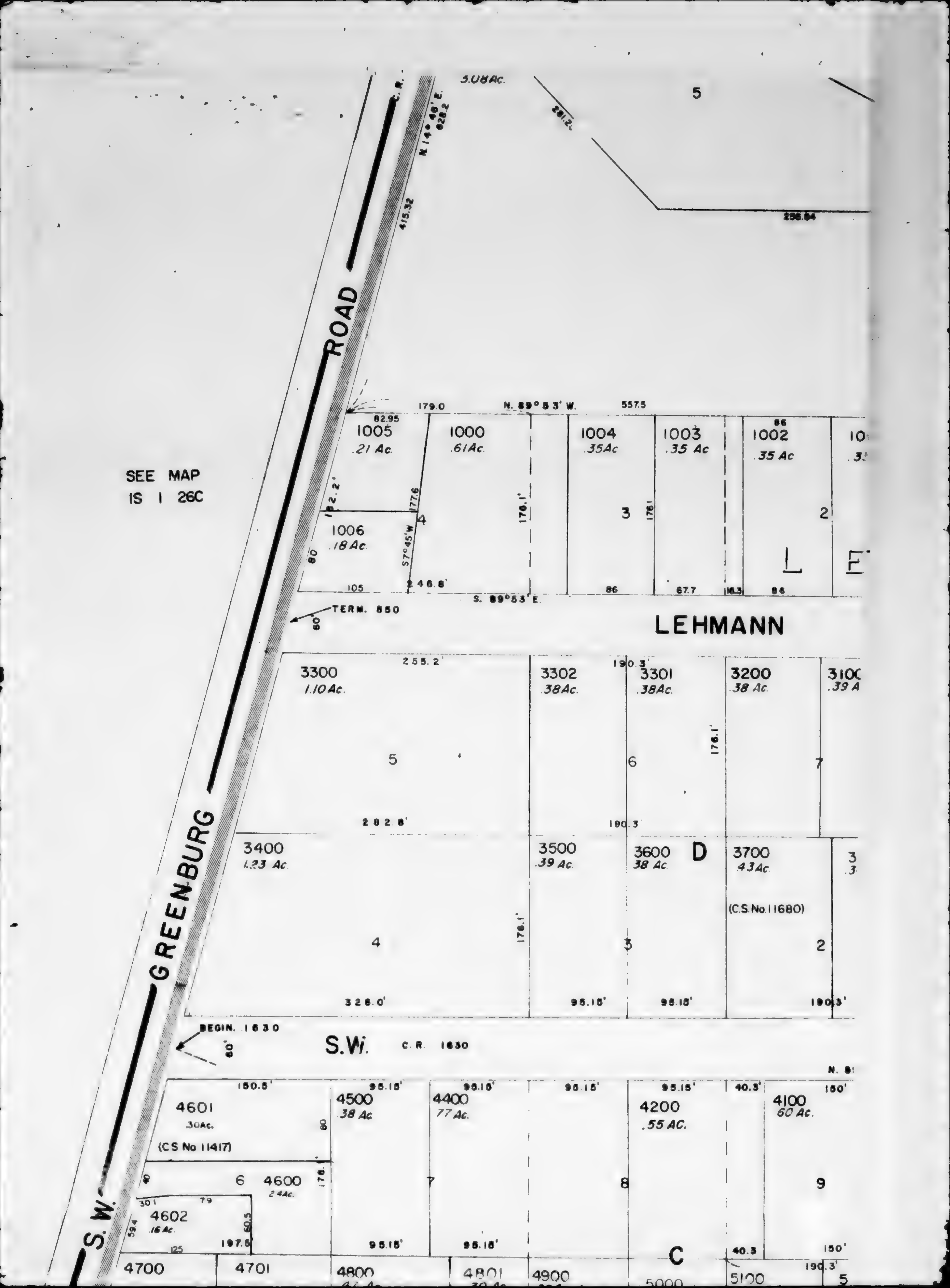

SEE MAP
IS 1 26DC
WASHINGTON SQUARE
2
3
4
5
6
7
8
9
G
STREET
VACATED R10 72-256
901-820
S.W. LOCUST STREET
LINCOLN SAVINGS
SEE MAP IS 1 35AB
GREENBURG ROAD
S.W. MAPLELEAF STREET
T.L. 1200 CANCELLED
3200
3400
1290
3301
700
800
900
1000
1100
1101
1102
1280
200
300
400
500
501
600
601
602
603
604
1300
1400
1500
1501
1600
1601
1602
1700
2802
201
2700
2000
2100
2200
2300
2400
2600
2801
2500
502
1900
1801
377.9'
180'
100'
190.04'
97.75'
214.96'
94.48'
189.88'
276.6'
201.6'
75'
100
130'
175.056' M/L
30
242.09'
103.46'
134.5
S 14°52' W
848.1
51.13
30
31
28
29
EAST
210.24'
124.15
386.81'
387.8'
250
45
75
157.8
146.5'
27
32
N 89°26' W
372.1
371.8
"GB" 13+50.00
C.R. 179
S 0°36' W
143.05
N 14°53' E
147.8
RELOCATED C/L OF GREENBURG ROAD
S 89°24' E
335.35'
30'
S 89°26' E
219.49'
28
30.81
3100
0.42 Ac
2900
0.17 Ac
50
60.68'
142.93'
N 89°26' W
203.61'
52.46
3000
0.15 Ac
200.97
50.97
156.95'
S 89°26' E
30.43
"GB" 16+55.00 POT = "E" 0+00 POT
53.47
E 0+66.6 PC
"GB" 16+50.00
65
140
N 0°34' E
S 72°28' E
E 1+06.69 PT
40
S 34°50' E
R=65
R=110 E 2+07.32 PC
E 3+10.39 PT
144.9
100'
125.5
S 89°26' E
30.00
93.36
0°36' W
0°34' W
68.9

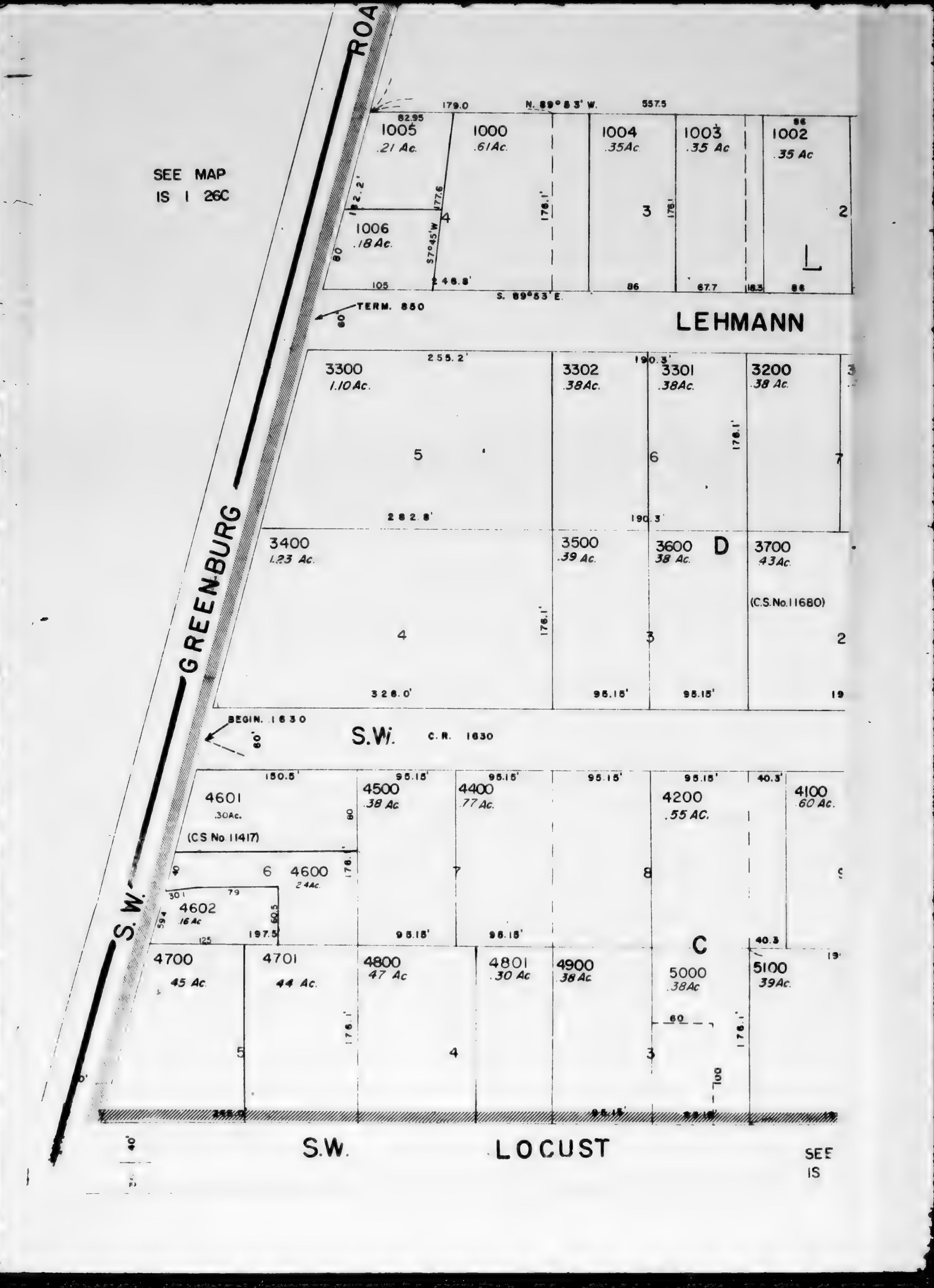

S. W. GREENBURG ROAD
S. W. C.R. 753 L
S.W. MAPLEL
O BEGIN. C.R. 753
O BEGIN. C.R. 1508
SEE MAP
1S 1 35BA
60'
11
10
9
12
13
14
T
M
1900
1800
1700
1400
1300
1100
1600
1500
1301
1200
2000
2300
2302
2303
2400
2500
2100
2090
2301
2200
C.S. 10507
4100
.09 Ac.
4000
.59 Ac.
3900
.65 Ac.
3800
.38 Ac.
3700
.72 Ac.
3600
.72 Ac.
4200
.22 Ac.
3801
.82 Ac.
N 89°22' E
ASHBRO

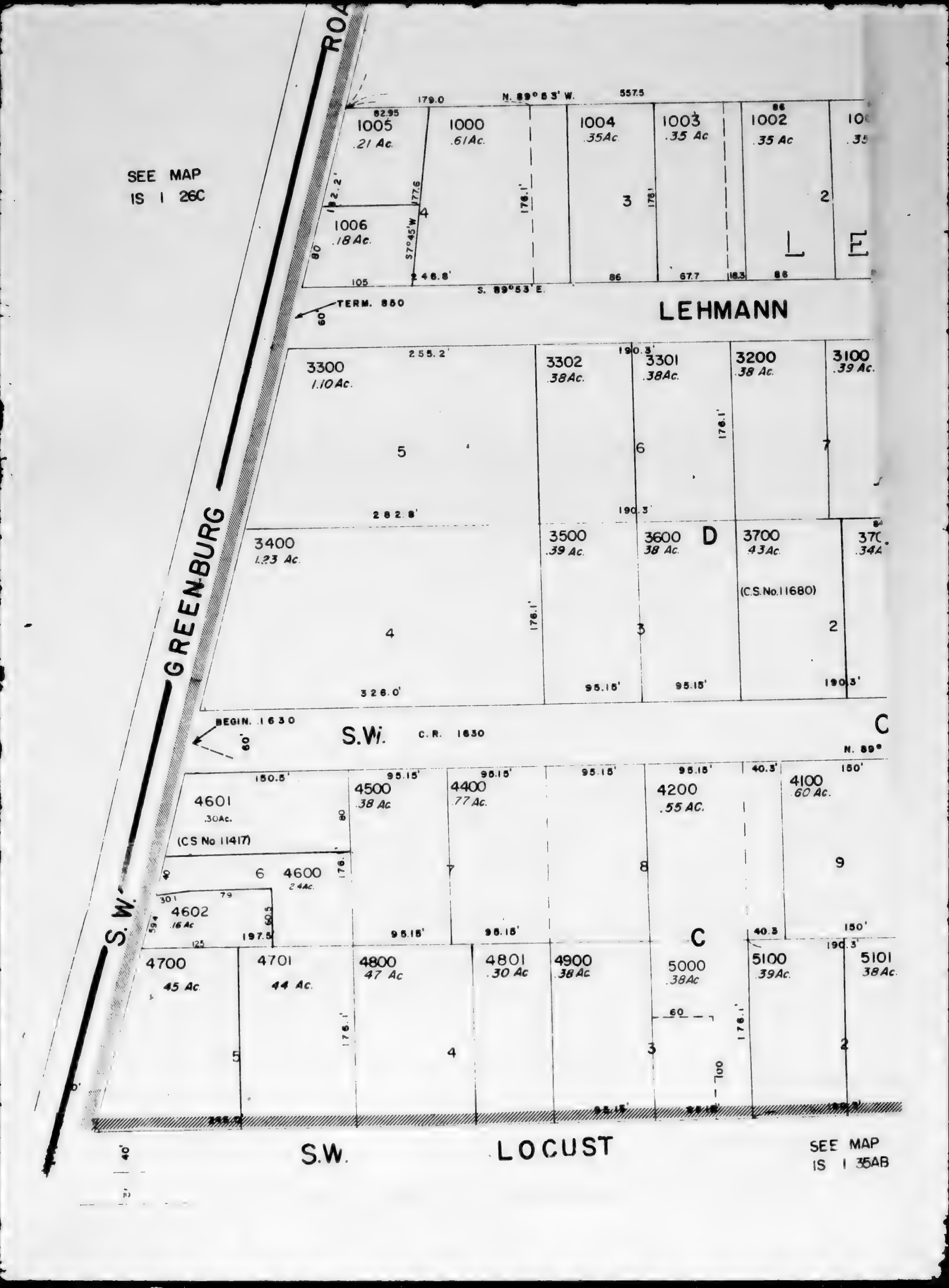

SEE MAP
1S 1 35BA
S. W. GREENBURG ROAD
BEGIN. C.R. 753
S. W. C.R. 753
BEGIN. C.R. 1508
S.W. MAPLEL
11
10
9
12
13
14
T
M
1900
1800
1700
1400
1300
1100
1600
1500
1301
1200
2000
2100
2090
2200
2300
2302
2303
2301
2400
2500
C.S. 10507
4100 .09 Ac.
4000 .59 Ac.
3900 .65 Ac.
3800 .38 Ac.
3801 .82 Ac.
3700 .72 Ac.
3600 .72 Ac.
4200 .22 Ac.
N89°22'E
N0°42'W
S72°28'E
S19°20'W
S34°50'E
S88°50'00"E
ASHBRO
SW
TERM. C.R. 823
C.R. 823
SEE MAP

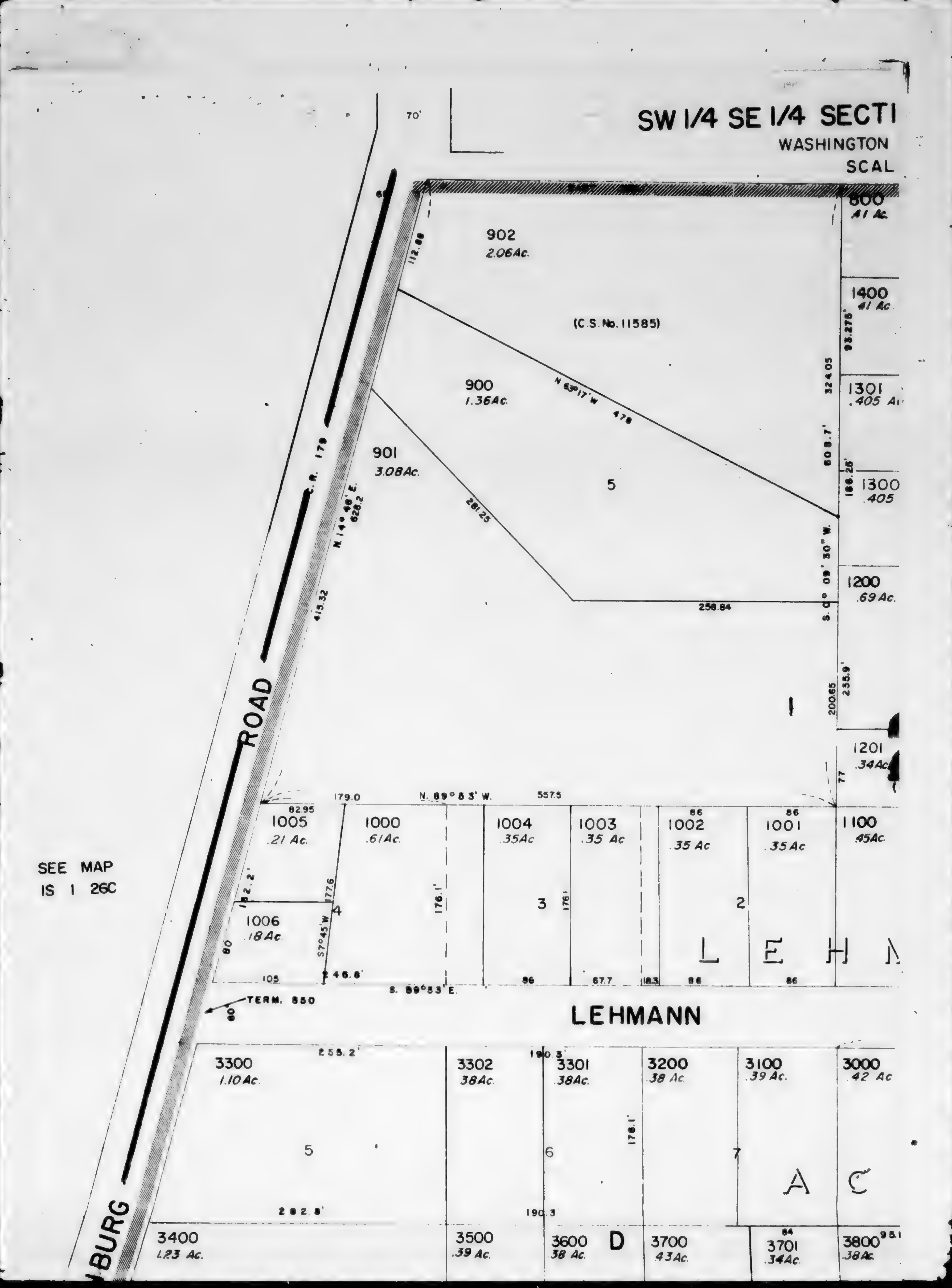

MAP
26C
SW
OLSON
S.W.
C.R. 1165
HALL
ROAD
ENBURG
Beg. Co. Rd. No. 2056
300
2.495 Ac
301
.225 Ac.
400
1.34 Ac.
500
1.87 Ac.
20
146
1300
4.75 Ac.
1100
0.79 Ac.
1000
0.61 Ac.
1200
23-
N54° 50' E
738.88'
S54° 50' W
36.70'
S35°10' E
77.04
S26°08' W
77.04
N63°52' W
130
60
60'
407.08
S 54° 50' W
372.88'
302.12'
34.20'
N63° 52' W
S63° 07' E
370.68'
33.42
S63° 52' E
324.17
287.47'
364.31'
452.85'
NORTH
SOUTH
EAST
100.46
155
S63°52' E
264
R=50
170
170.8
110
100
101.71
54.2
140.38
11
238.8'
254.2
100
100'
104'
150.8'
10
9
N1° 04' W
142.5
45
168
225.4
25
N89° 37' E
231.3'
10.94 CH.
1910/579
N1° 04'
PUBLIC
TO
182.9
12
8
5
4
CEDAR BROO
20
132.5'
N1° 04' W
BEN. FRANKLIN
S&L


MAP
26C
SW
300
2.495Ac
38.70'
738.86'
N54° 50' E.
Beg. Co. Rd. No. 2056
301
.225Ac.
130
S35°10'E
77.04
N63°52'W
130
S26°08'W
77.04
400
1.34 Ac.
407.08
S 54° 50' W
372.88'
500
1.87 Ac.
EAST
NORTH
SOUTH
324.17
287.47'
364.31'
452.85'
23-
302.12'
34.20'
33.42'
ROAD
60'
100.46
155
S63°52'E
264
R=50
170
170.8
100
101.71
140.38
54.2
104'
1300
4.75Ac.
100
11
238.8'
234.2
10
9
N1°04'W
20
150.8'
142.5
45
S.W.
N63° 52'W
S63° 07'E
370.68'
C.R. 1168
S63° 52'E
HAL
1100
0.79 Ac.
S63°52'E
168'
225.4
1000
0.61Ac.
N1°04'W
N1° 04'
100
100'
10.94 CH.
1010/579
238.8'
N89° 37'E.
N89 37'E
231.3'
25
BEN. FRANKLIN
S&L
PUBLIC
TO
182.9
12
8
5
182.9'
N1°04'W
182.9
CEDARBROO
GREENBURG
N1°04'W
238.8'
231.3'
N89° 37' E
25
20
152.5'
N89° 37' E
1200
1.22 Ac.
20'
13
7
6
N1°04'W
182.9
182.9'
122.9'
10
INITIAL POINT
CEDARBROOK FARM
60
N89° 37'E
238.8' PUBLIC ROAD 442/432
231.8'
N89° 37'E
296.5'
SEE M
1S 1 2

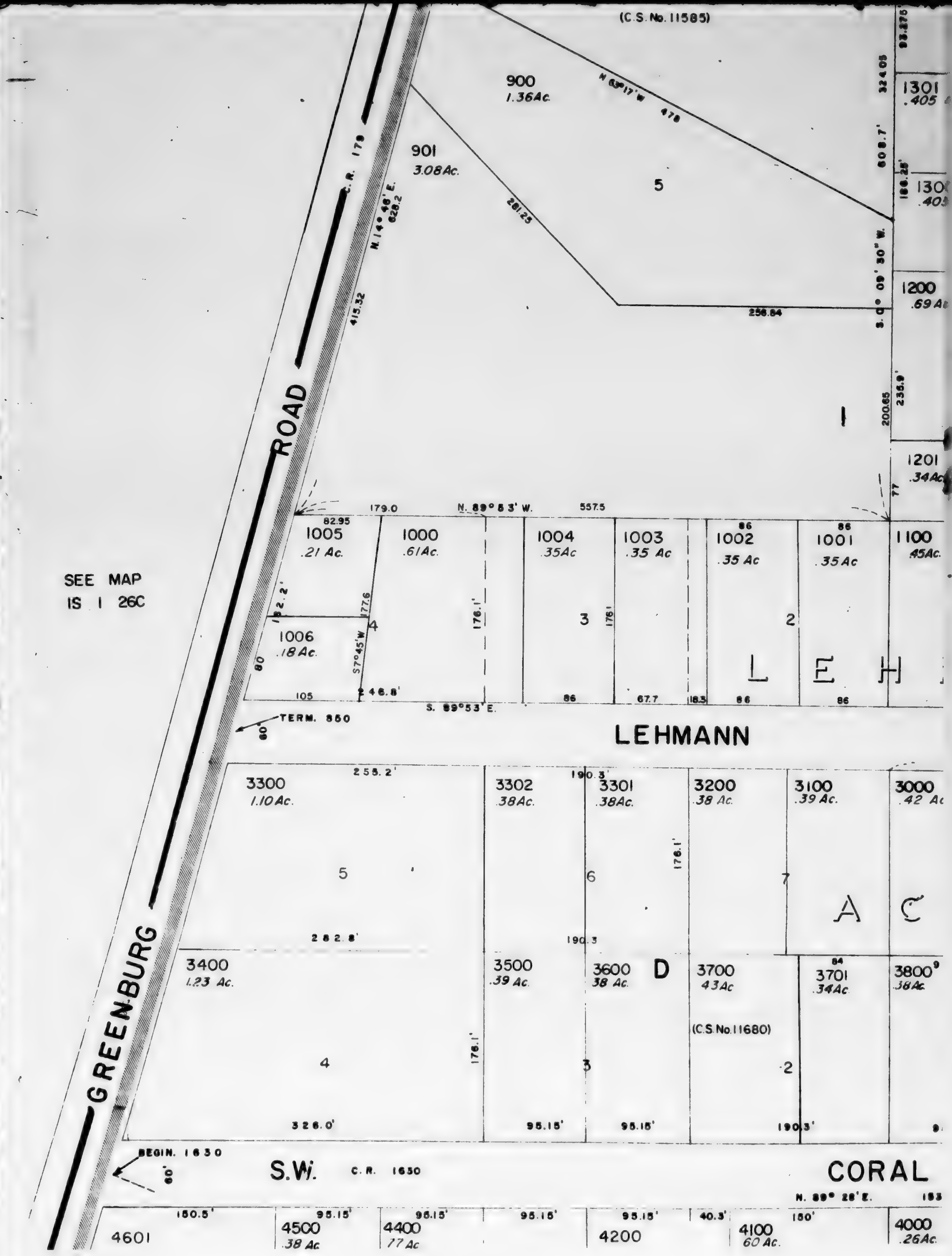

SEE MAP
IS 1 26C
S.W. GREENBURG ROAD
C.R.
N.14°48'E.
628.2
415.32
3.08Ac.
5
281.2
256.84
179.0
N.89°53'W.
557.5
82.95
1005
.21 Ac.
1000
.61Ac.
1004
.35Ac
1003
.35 Ac
1002
.35 Ac
86
182.2'
177.6
176.1'
176.1
3
2
4
1006
.18Ac.
80
S7°45'W
105
246.8'
86
67.7
18.3
86
S.89°53'E.
TERM. 850
60'
LEHMANN
255.2'
190.3'
3300
1.10Ac.
3302
.38Ac.
3301
.38Ac.
3200
.38 Ac.
176.1'
5
6
7
282.8'
190.3'
3400
1.23 Ac.
3500
.39 Ac.
3600
38 Ac.
D
3700
.43Ac.
(C.S.No.11680)
176.1'
4
3
2
326.0'
95.15'
95.15'
190.3'
BEGIN. 1630
60'
S.W.
C.R. 1630
150.5'
95.15'
95.15'
95.15'
95.15'
40.3'
150'
4601
.30Ac.
80
(C.S No 11417)
4500
.38 Ac
4400
.77 Ac.
4200
.55 AC.
4100
.60 Ac.
6
4600
.24Ac.
176.1
7
8
9
301
79
4602
.16Ac.
59.4
60.5
125
197.5
95.15'
95.15'
C
40.3
150'
190.3'
4700
4701
4800
4801
4900
5000
5100
5


SEE MAP
IS 1 26C
S.W. GREENBURG ROA
LEHMANN
S.W. C.R. 1630
S.W. LOCUST
SEE
IS
N. 89°53' W. 557.5
179.0
82.95
1005
.21 Ac.
1000
.61 Ac.
1004
.35 Ac.
1003
.35 Ac
1002
.35 Ac
1006
.18 Ac.
132.2'
177.6
S7°45'W
176.1'
176.1
80
4
3
2
L
105
246.8'
86
67.7
18.3
86
S. 89°53' E.
TERM. 850
60'
255.2'
190.3'
3300
1.10 Ac.
3302
.38 Ac.
3301
.38 Ac.
3200
.38 Ac.
5
6
7
176.1'
282.8'
190.3'
3400
1.23 Ac.
3500
.39 Ac.
3600
38 Ac.
D
3700
.43 Ac.
(C.S. No. 11680)
4
3
2
176.1'
326.0'
95.15'
95.15'
BEGIN. 1630
60'
150.5'
95.15'
95.15'
95.15'
95.15'
40.3'
4601
.30 Ac.
(C.S. No. 11417)
4500
.38 Ac
4400
.77 Ac.
4200
.55 AC.
4100
.60 Ac.
80
176.1'
6
4600
2.4 Ac.
7
8
30.1
79
4602
.16 Ac
59.4
60.5
125
197.5
95.15'
95.15'
40.3
C
4700
.45 Ac.
4701
.44 Ac.
4800
.47 Ac
4801
.30 Ac
4900
.38 Ac
5000
.38 Ac
5100
.39 Ac.
60
100
176.1'
176.1'
5
4
3
255.0
95.15'
95.15'
40'


SEE MAP
IS 1 26C
SEE MAP
IS 1 35AB
S.W. GREENBURG ROAD
LEHMANN
S.W. C.R. 1630
S.W. LOCUST
TERM. 850
BEGIN. 1630
N. 89°53' W.
557.5
179.0
82.95
S. 89°53' E.
S.7°45' W.
1005
.21 Ac.
1000
.61 Ac.
1004
.35 Ac.
1003
.35 Ac.
1002
.35 Ac.
1006
.18 Ac.
182.2'
177.6
176.1'
80
105
246.8'
86
67.7
18.3
4
3
2
L
E
3300
1.10 Ac.
255.2'
3302
.38 Ac.
3301
.38 Ac.
190.3'
3200
.38 Ac.
3100
.39 Ac.
5
6
7
282.8'
3400
1.23 Ac.
3500
.39 Ac.
3600
.38 Ac.
D
3700
.43 Ac.
(C.S. No. 11680)
4
3
2
326.0'
95.15'
4601
.30 Ac.
(C.S. No 11417)
150.5'
4500
.38 Ac.
4400
.77 Ac.
4200
.55 Ac.
4100
.60 Ac.
40.3'
150'
4600
.24 Ac.
4602
.16 Ac.
6
7
8
9
301
79
60.5
59.4
125
197.5
C
4700
.45 Ac.
4701
.44 Ac.
4800
.47 Ac.
4801
.30 Ac.
4900
.38 Ac.
5000
.38 Ac.
5100
.39 Ac.
5101
.38 Ac.
60
100
5
4
3
2
60'
40'



SW 1/4 SE 1/4 SECTI
WASHINGTON
SCAL
70'
800
.41 Ac.
902
2.06 Ac.
112.88
(C.S. No. 11585)
1400
.41 Ac.
93.275'
324.05
900
1.36 Ac.
N 63°17' W
478
1301
.405 Ac
608.7'
901
3.08 Ac.
5
186.28'
1300
.405
C.R. 179
N. 14°48' E.
628.2
281.25
S. 0° 09' 30" W.
1200
.69 Ac.
256.84
415.32
ROAD
1
200.65
235.9'
1201
.34 Ac.
77
179.0
N. 89° 53' W.
557.5
82.95
1005
.21 Ac.
1000
.61 Ac.
1004
.35 Ac
1003
.35 Ac
86
1002
.35 Ac
86
1001
.35 Ac
1100
.45 Ac.
SEE MAP
1S 1 26C
132.2'
177.6
176.1'
3
176.1
2
1006
.18 Ac.
4
80
57°45' W
L E H M
105
246.8'
S. 89°53' E.
86
67.7
18.3
86
86
TERM. 850
60
LEHMANN
3300
1.10 Ac.
255.2'
3302
.38 Ac.
190.3'
3301
.38 Ac.
3200
.38 Ac.
3100
.39 Ac.
3000
.42 Ac
176.1'
5
6
7
A C
BURG
282.8'
190.3'
84
3400
1.23 Ac.
3500
.39 Ac.
3600
.38 Ac.
D
3700
.43 Ac.
3701
.34 Ac.
3800
.38 Ac.
95.1


(C.S. No. 11585)
900
1.36 Ac.
N 63°17' W 478
901
3.08 Ac.
5
281.25
256.84
1301
.405
1300
.405
1200
.69 Ac
1201
.34 Ac
324.05
608.7'
186.25'
S. 0° 00' 30" W.
200.65
235.9'
77
1
C.R. 179
N. 14° 46' E.
628.2
415.32
ROAD
GREENBURG
179.0
N. 89° 53' W.
557.5
82.95
1005
.21 Ac.
1000
.61 Ac.
1004
.35 Ac
1003
.35 Ac
1002
.35 Ac
1001
.35 Ac
1100
.45 Ac.
86
86
132.2'
177.6
176.1'
1761
4
3
2
1006
.18 Ac.
80
S7°45' W
105
246.8'
86
67.7
18.3
86
86
S. 89°53' E.
L E H
SEE MAP
IS 1 26C
TERM. 850
60'
LEHMANN
255.2'
190.3'
3300
1.10 Ac.
3302
.38 Ac.
3301
.38 Ac.
3200
.38 Ac.
3100
.39 Ac.
3000
.42 Ac
5
6
176.1'
7
A C
282.8'
190.3
3400
1.23 Ac.
3500
.39 Ac.
3600
.38 Ac.
D
3700
.43 Ac
84
3701
.34 Ac.
3800
.38 Ac.
(C.S. No. 11680)
176.1'
4
3
2
326.0'
95.15'
95.15'
190.3'
BEGIN. 1630
60'
S.W.
C.R. 1630
CORAL
N. 89° 28' E.
153
150.5'
95.15'
95.15'
95.15'
95.15'
40.3'
150'
4601
4500
.38 Ac.
4400
.77 Ac.
4200
4100
.60 Ac.
4000
.26 Ac.

STATE OF OREGON **INTEROFFICE MEMO**

TO: L. W. RULIEN
Project Management

DATE: May 10, 1977

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Project Request
S.W. Oak-S.W. Hall Boulevard
S.W. Greenburg Road - FAUS 9207
Washington County

The subject FAUS project requested by Washington County on March 23 is attached for processing. The adjacent property owners, primarily commercial interests, are providing the County's local match along with the right-of-way for the improvement.

Preliminary engineering for the improvement is estimated at $44,000 shown in the CRAG FY77 Annual Element. The improvement estimated at $456,000 is shown in the FY77-78 Annual Element.

The preliminary engineering right-of-way and construction will be done by the Highway Division. Attached is the following information for processing the project:

1. Agency request letter
2. Federal Aid Project Request Form
3. Project assessment
4. Survey Authority and agreement check list.

Please proceed with programming the project through the Federal Highway Administration.

6-22-77
SURVEY AUTHORITY
TO TERPIN.

JDM/ldo

Attachments

cc: Tom Spear, Washington County
E. L. Hardt
F. E. Terpin
G. A. Potter
J. R. Rose

Gary

X

OREGON STATE HIGHWAY DIVISI
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section S.W. Oak Street to S.W. Hall Boulevard

Date April 27, 1977

Unit (if appl)

County Washington

City

Highway S.W. Greenburg Road

State Hwy. No.

Termini: M.P.(if appl)

Length 0.6 mile

Region I

Construction Estimate 500,000
Program Amount

B. Purpose of Project: The purpose is to upgrade to urban standards an arterial street that is currently designed as a rural road. The intent is to reduce maintenance costs, improve pedestrian and vehicle safety, and, primarily, increase capacity to accommodate the additional traffic generated by continuing urbanization.

C. Origin & History of Project: Southwest Greenburg Road is a county road which functions as an arterial street serving Washington Square Shopping Center and the unincorporated area of Metzger. Greenburg Road intersects Hall Boulevard and other collector and arterial streets, as well as connecting with Highway 217. By reason of changing land use from rural to urban, and with the intense commercial development such as Washington Square, the commercial property owners requested that the road be brought up to urban standards.

D. General Description of Project: To reconstruct to urban standards an existing county road. The typical section would be a 64-foot improvement on an 80-foot right-of-way at each end of the project, with a 40-foot improvement on a 60-foot right-of-way in the middle (between Locust Street and Washington Square access road). Moving from south to north, a 5-lane section is proposed between Oak and Locust, a 3-lane section between Locust and Lehman, a 2-lane section between Lehman and the northeast access road to Washington Square, and a 5-lane section from the access road to approximately 400' beyond Hall Boulevard. In all

Alignment: New Existing XX Combined

Typical Section: Existing: No. Lanes 2-3 ; Med. yes* ; Shldrs. yes ; Parking no

Proposed: No. Lanes 2-5 ; Med. yes* ; Shldrs. no ; Parking no

Traffic: Existing Facility: Existing ADT 7,000 ; Projected ADT 24,000 ; Yr. 1996

Existing Level of Service "C"

Proposed Facility: Projected ADT 24,000 ; Yr. 1996

Projected Level of Service "C"

* see project description

Insert -

D. General Description of Project (cont.): but the 2-lane section, the center lane will be used as a turning median. The project will actually include right-of-way purchase and roadway, widening for approximately 400' beyond Hall Boulevard (Oleson Road) to bring the Hall/Greenburg/Oleson intersection in line with the proposed improvements on Greenburg Road. Sidewalks and a storm sewer will be included for the entire length of the project section; neither exist presently. A signal will be installed at the intersection of Greenburg Road and Maple Leaf Street.

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels ________

Acres 1; Type of Relocation Req. none; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

To be determined

Type of Structure(s):

None proposed

Brief Description of River or Stream and Type of Involvement, if any:
Roadway runoff, which eventually drains into Ash Creek, will increase slightly in volume and velocity due to the replacement of an open ditch system with a storm sewer.

Local City, County or COG priorities of project:

Project is included in the CRAG ITP and the 1977 TIP

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

A no build

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project section traverses a gently rolling hill terrain and lies just north of the confluence of two small streams, Fanno Creek and Ash Creek (see map). Natural and modified drainage for the corridor feeds primarily into Ash Creek. Vegetation of significance is found in landscaped properties, a park-like cemetery and considerable open field space planned for commercial development in the near future. No significant faunal habitat is evident within the potential impact area.

2. Cultural: The predominant land use pattern for the project area consists of low Density residential on the eastside of Greenburg Road and expanding commercial development on the westside as well as in nodes at each end of the project section. Exceptions are a church on the eastside and a fairly large cemetery on the west, both abutting Greenburg Road. A considerable amount of space is available for commercial expension with a large supermarket, variety store, and a bank being planned for construction in the immediate future along Greenburg Road. This area is typified as an essentially rural/residential setting undergoing the consequences of explosive urbanization.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: No significant impacts. Much of the required right-of-way has already been dedicated for this project by adjacent commercial interests who support the project.

2. Estimated Impact on Traffic Patterns: A considerable amount of additional traffic will be generated on Greenburg Road, not as a result of the project, but as a consequence of planned commercial expansion in the area.

   Consequences--Air Quality, Noise, Safety, etc.: Given that this expansion occurs, the proposed facility should slightly lessen the adverse impacts resulting from increased traffic volumes as compared to the no-build alternative. Pedestrian and vehicle safety should improve regardless.

3. Estimated Impact on Land Use:

   The project will help facilitate additional commercial development in the area.

   Consequences: Although the commercial expansion is in accordance with the Washington County Comprehensive Framework Plan, the additional development and increased traffic will adversely impact the quality of adjacent residential land use.

4. Expected Impact on Natural Ecological Resources:

   The project itself will have no significant impact.

   Consequences:

5. Expected Impact on Cultural and Scenic Resources: The area's rapidly diminishing rural/residential character will be further impacted by additional commercial development. The road improvement, however, will not, in itself, significantly affect the cultural or scenic resources in the area beyond the possible removal of a number of mature trees planted along the eastside of the road at the north end of the project. A cultural resource study may be required.
   Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

Highway noise impacts to adjacent residential area and church.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Given that extensive traffic generation occurs, the proposed improvement should have a beneficial effect. An indirect source permit will be required.

b. Noise Standards - Frequency of occurrence and level of noise will increase for adjacent sensitive receptors--residences and a church. A noise study report will be required.

c. Water Quality Standards

No significant change is expected

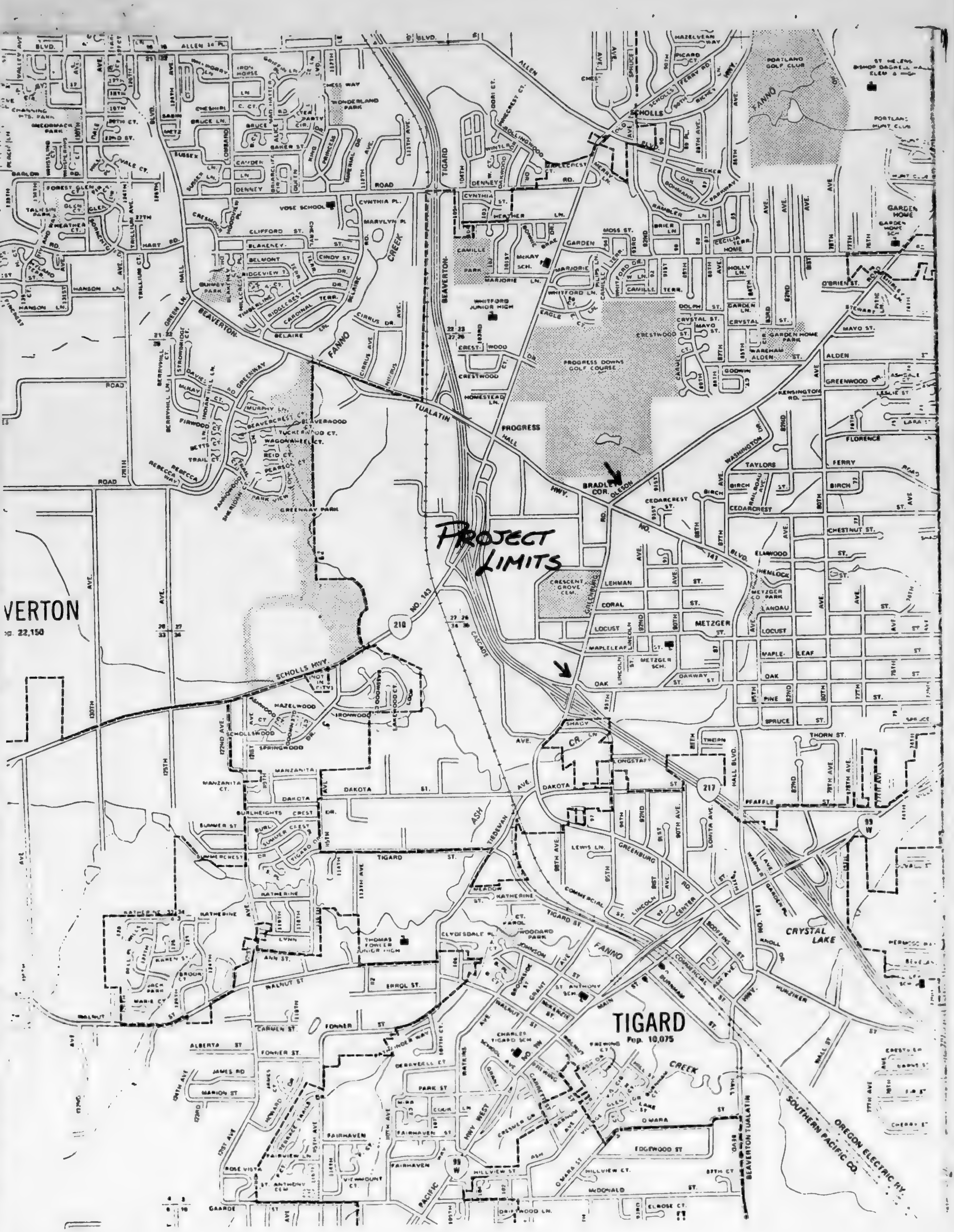
d. Area Land Use and Transportation Plans, and Zoning
The project is consistent with the Washington County Comprehensive Framework Plan and recent zoning changes.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	___x___ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: The burden of responsibility for significant future impacts to the area is not on this proposal, but rather on the allowing of additional, traffic intensive, commercial development. By itself, this project will not significantly alter the human environment within the corridor.

D. Recommended Project Category: ____ 1 ____ 2 ___x___ 3 ____ 4


PROJECT LIMITS
VERTON
Pop. 22,150
TIGARD
Pop. 10,075
METZGER
PROGRESS DOWNS GOLF COURSE
PORTLAND GOLF CLUB
CRESCENT GROVE CEM.
WHITFORD JUNIOR HIGH
THOMAS FOWLER JUNIOR HIGH
METZGER SCH.
CHARLES TIGARD SCH.
ST. ANTHONY SCH.
GARDEN HOME
GARDEN HOME PARK
METZGER CO. PARK
CRYSTAL LAKE
GREENWAY PARK
WONDERLAND PARK
CAMILLE PARK
SCHOLLS HWY.
BEAVERTON-TIGARD HWY.
TUALATIN VALLEY HWY.
NO. 141
NO. 143
217
210
99 W
HALL BLVD.
FANNO CREEK
SOUTHERN PACIFIC CO.
OREGON ELECTRIC RY.
CASCADE
BRADLEY COR.
OLESON RD.
GREENBURG RD.
DAKOTA ST.
TIGARD ST.
MAIN ST.
PACIFIC HWY WEST
BEAVERTON-TUALATIN HWY.
ALLEN BLVD.
DENNEY RD.
GREENWAY
PROGRESS

HBGC 101

2

Form E-2[illegible] (Rev. 9-71)

OREGON STATE HIGHWAY DIVISIO:

AUTHORITY FOR SURVEY

Section S.W. Oak-S.W. Hall Boulevard

Date April 20, 1977

Highway Greenburg Road

Authorization No. 1

County Washington

Survey Prefix 234-1956 (Assigned by Salem office)

Description of termini, route, length, etc.:

Northerly end of survey is at the intersection of Hall Boulevard and Oleson Road; the southerly end of the survey is at the intersection of S.W. Oak Street. The overall length is 0.6 miles.

Project proposes: 64' curb section from 217 Interchange to S.W. Locust Street; 40' foot section within the existing 60' right-of-way along the cemetery; 64' section from Washington Square access to Hall Boulevard

Purpose of survey:

Complete field survey; prepare plans, specifications, and estimate.

Category 3 project
CRAG TIP page 50
FAUS

		Estimate of Cost
Field Survey	(901)	20,000
Citizen Participation	(902)	2,000
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	4,000
Bridge Design	(906)	-
Preliminary Design	(907)	-
R/W Descriptions	(909)	3,000
Soils & Geology	(910)	1,000
Traffic	(911)	1,000
Landscape	(912)	-
Liaison	(913)	500
Utility	(914)	500
Photogrammetry	(916)	300
Location Studies	(918)	500
Engr. Graphics	(919)	-
Office Engineer	(920)	-
Specifications	(921)	2,000
Environmental	(923)	8,000
Planning	(924)	-
Foundation Exploration	(926)	-
Seminars	(950)	200
Hearings	(980)	1,000
Equal Opportunity	(985)	-
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey TIP . . . $ 44,000

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

R. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Highway Engineer

SP*23504-734

Recommended for Approval:

Location Engineer

Approved:

Deputy ~~Assistant~~ State Highway Engineer

OFFICE ENGINEERING SECTION
F. E. APPR. 9-26-77
FED. AID FAUS STATE

N ① mr, A

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 14, 1977

FROM: L. E. George
Traffic Engineer

SUBJECT: FAUS Project
S.W. Greenburg Road
Washington County

TO: Gary E. Zehner
Local Projects Coordinator

Because Greenburg Road is not on the State Highway System, we do not have the information available to determine if a traffic signal is warranted at S.W. Mapleleaf Street (Entrance to Washington Square).

When this office receives a request for the installation of a traffic signal at the entrance to a shopping center, approval of the request is contingent upon the shopping center paying for the installation of the signal.

L E George

L. E. George
Traffic Engineer

SRW:rw

Gary

[illegible]
Process with
signal cost part
of project.
Z

NOTED

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

March 23, 1977

Jon Rose
Regional Federal Aid Engineer
Highway Division
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: S.W. Greenburg Road FAU Project - FAUS 9207

Dear Jon:

As you requested, I am attaching the environmental assessment statement for the Greenburg Road Project. This should further explain and clarify the project and its scope. Also attached are some maps which indicate the right-of-way and a sketch showing the typical section that we proposed to construct.

The adjacent property owners, primarily commercial interests, are providing the County with the local match to get the road constructed to urban arterial standards. They have also provided the necessary right-of-way to allow the construction to this standard.

The County has been working with these property owners in a spirit of cooperation to get the job done.

As you can see from the attached sketch, we are talking about continuing the existing 64 foot section from its terminus just north of the interchange with 217 to S.W. Locust Street. From that point north where the road runs along the cemetary property, we would taper down to a 40 foot section within the existing 60 foot right-of-way to provide two travel lanes with a left turn refuge. The 64 foot section would be resumed from the access point into Washington Square and carried through the intersection with Hall Boulevard.

This would mean a realignment of the existing road intersection where Oleson and Greenburg intersect with Hall Boulevard. We are currently working with the property owner of the parcel on the northeast quadrant to obtain the necessary right-of-way to construct the road as we have proposed.

If you need additional information or want to discuss this project further with us, please contact me at any time (648-8896).

Yours truly,

Tom Spear

Tom Spear
Public Works Planning Coordinator

TS:kc
Attachments

MAP # 26

PROJECT NAME: SW Greenburg Road Improvements

I.D. #

APPLICANT AGENCY Washington Co.

PROJECT INFORMATION FORM
TIP - FY77 ANNUAL ELEMENT
PORTLAND-VANCOUVER
METROPOLITAN AREA

ROJECT RESPONSIBILITY (AGENCY) Washington County
ROJECT LIMITS SW Oak to SW Hall @ SW Oleson
ROJECT LENGTH 0.62 MI
ROJECT DESCRIPTION Reconstruct SW Greenburg Rd from the termini at SW Hall Blvd and SW Oleson Rd to SW Oak St, in order to improve traffic flow serving Washington Square. The proposed improvements will consist of widening the existing facility to 64/68 feet between curbs and will include 4 travel lanes, left turn median, curbs and pedestrian walks.

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT ___ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$ 244	256				500
FEDERAL	$ 190	200				390
STATE	$ 27	28				55
LOCAL	$ 27	28				55
	$					
	$					

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

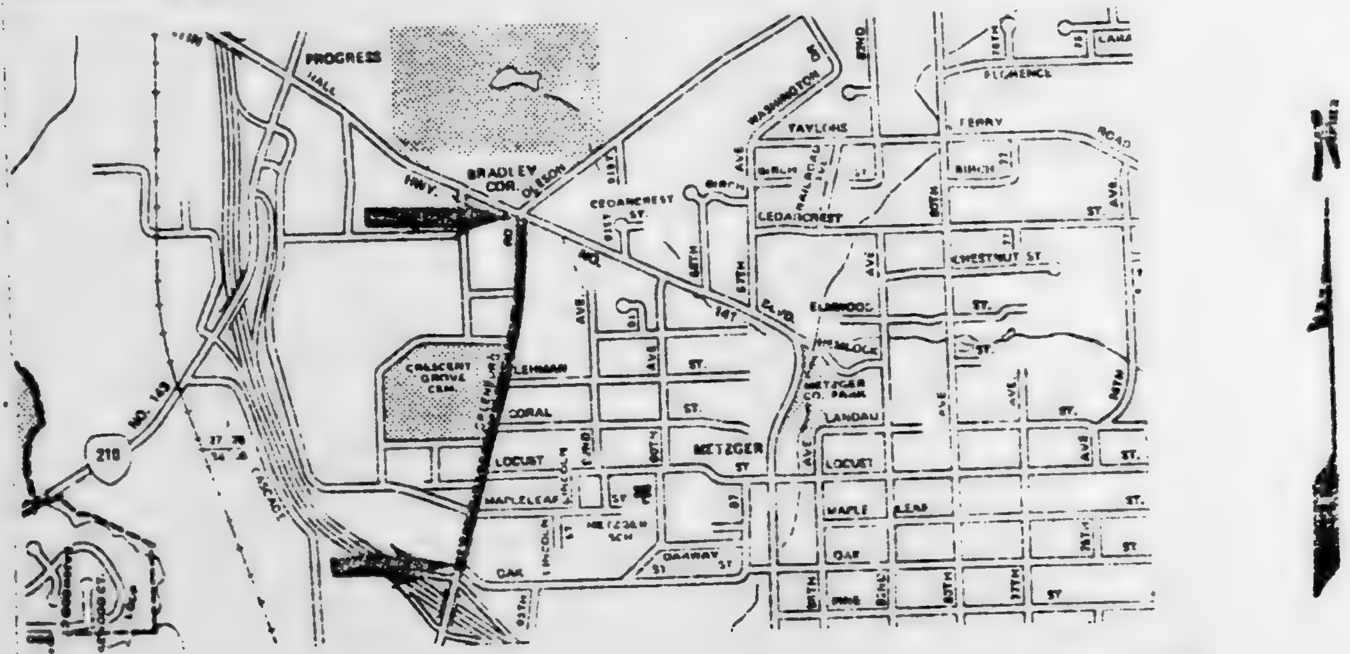
PRELIMINARY ENGRG	$ 44,000
CONSTRUCTION	400,000
RIGHT OF WAY	56,000
TRAFFIC CONTROL	-
ILLUMIN, SIGNS, LANDSCAPING, ETC	-
STRUCTURES	-
RAILROAD CROSSINGS	-
TOTAL	$ 500,000

(26)

SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	78
FAUS (WASH REGION)	
UMTA CAPITAL	
UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
NON-FEDERAL	
STATE	11
LOCAL	11

LOCATION MAP:


PROGRESS
HALL
BRADLEY COR.
OLESON
WASHINGTON
TAYLORS
FERRY
CEDARCREST
CHESTNUT ST.
LEHMAN
CORAL
LOCUST
MAPLELEAF
METZGER
LANDAU
OAK
210
NO. 143

7085

FAUS
Wash. Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 3, 1977
Portland, OR 97213

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: FAUS Project Request
S.W. Greenburg Road
Washington County
FAU 9207

Here is a request by Washington County for a project to improve Greenburg Road between Hall Boulevard and S.W. Oak Street near Highway 217. This project appears as Item No. 26 on page 50 of the TIP.

Washington County has been asked to clarify this with typical sections and a Project Environmental Assessment. The additional information will be forwarded as soon as possible following review by Metro.

JR/ldo

Attachments

cc: Region 1 w/attachments

PROJECT MANAGEMENT

MAR 7 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

[illegible]

5-2-77
Project Request
returned to Jim McClure
Z

NOTED
[illegible]

WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
RAY MILLER, Chairman
BILL BLOOM
VIRGINIA DAGG
MILLER M. DURIS
RICHARD C. HEISLER

DEPT. OF PUBLIC WORKS
JOHN F. CROCKETT, Director
ROOM 201
(503) 648-8886

February 3, 1977

Mr. Jon Rose
Regional Federal Aid Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Jon:

Enclosed for your files and information is a fully executed copy of Federal Aid Project Request Application for S. W. Greenburg Road for upgrading said road to urban standards. This application was approved by the Board of County Commissioners at their meeting of February 1, 1977 by Minute Order 77-60, copy of which is also attached.

Thank you for your cooperation in this matter and should you desire any additional information or assistance, do not hesitate to contact me.

Yours very truly,

John F. Crockett
Director of Public Works

JFC:js
Enclosures: 3

PROJECT MANAGEMENT
MAR 7 '77
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

[illegible]
OE FILE

WASHINGTON COUNTY

Inter-Department Correspondence

Date January 26, 1977
For Meeting of February 1, 1977

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Approval Federal Aid Urban Application-S.W. Greenburg Road

Attached to the original of this memorandum is a Federal Aid Project Request for the upgrading of S.W. Greenburg Road to urban standards. Some of the adjacent property owners, with commercial development, have agreed to provide the county's share (local match) for the road improvement.

We will be working with the adjacent property owners in the design for the road. The next step in the process after Board approval, is to submit the project request to the State Highway Division to begin the preliminary engineering. The project is included in the 1977 Transportation Improvement Program (TIP) adopted by CRAG for the metropolitan area.

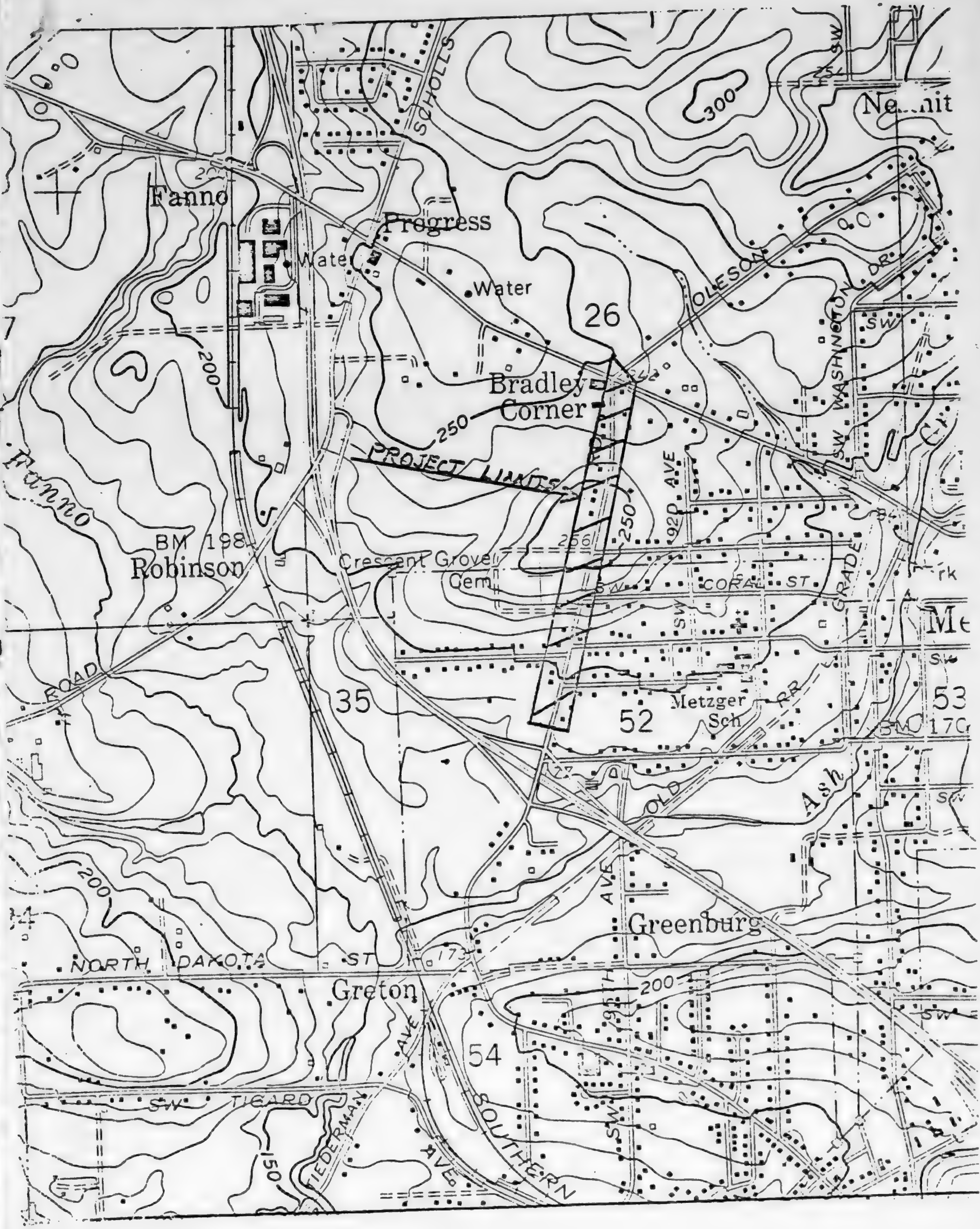
RECOMMENDATION: Your Board approve the Federal Aid Project Request for the upgrading of S.W. Greenburg Road.

Respectfully submitted,

John F. Crockett

JFC:js
Attachment: Map

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 77-60
DATE 2-1-77
BY JoAnn Johansen
CLERK OF THE BOARD



Fanno
Progress
Water
Water
SCHOLLS
300
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OLESON
WASHINGTON DR.
SW
26
Bradley Corner
PROJECT LIMITS
250
250
200
256
Fanno
BM 198
Robinson
Crescent Grove Cem
SW CORAL ST
SW 92D AVE
GRADE
Me
ROAD
35
52
Metzger Sch
53
BM 170
RR
OLD
Ash
SW 95TH AVE
Greenburg
NORTH DAKOTA ST
173
200
200
Greton
54
SW TIGARD
TIEDERMAN AVE
AVE
SOUTHERN
150

1980 NE Hancock St.-SE Yamhill 9086
St. Sec., E. Portland Fwy.
(Grad., Pav., Ill. & Sig.)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 73[illegible]

STATE COPY

U.S. ARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7/7/83	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-205-7(73)310
COMPLETION DATE 10/5/81	ACCEPTANCE DATE BY CONTRACT AGENCY 7/30/82	TIME ELAPSED 100 %	CONTRACT TIME 500
APPROVED EXTENSIONS 95	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
JUL 11 '83
REFER TO Keasey
FOR /

Info	Inves	R/D	D/R	Sign	Act	File

cy
7/13

I-205
NE HANCOCK ST - SE YAMHILL ST
Grading, Paving, Illumination, and Signals

This project provides for grading and drainage for I-205 mainline and ramps. It also involves relocating a section of 96th Avenue including pavement, curbs, walks, lights, and traffic signals.

A final contract estimate was $4,281,456.

A 95-day time extension was granted due primarily to late completion of the South Banfield overcrossing structure under another contract.

The work is completed and appears to be in conformance with the contract provisions.

The final estimated cost is $4,470,000. which overran the original authorization by 6%. The overrun was due to additional excavation work which was added to expidite completion of I-205.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed By HOSSNER Operations Engineer	
TITLE Area Engineer	DATE 7-11-83	TITLE Field Operations Engineer	DATE 7-11-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-69
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

September 10, 1982

State: Oregon
County: Multnomah
Project Number: I-205-7(73)310

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 1, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,536,387	$ 4,482,172
Federal funds	$ 4,183,456	$ 4,133,456
Other revisions		

This modification is made for the following reasons: to reflect a decrease in construction engineering costs and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of September, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D F Moberg

Program Management Engineer
(Title)

XXXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 1, 1982

Federal-Aid Project
No. I-205-7(73)310

N.E. Hancock St.-S.E. Yamhill St. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0010
Roadway (Sta. 286+00 to Sta. 359+50)

Subtotal on previous estimate of July 17, 1981		$ 4,068,364.00
	Engineering	413,008.00
	Engineering (Sig. Control Test)	800.00
	TOTAL	$ 4,482,172.00

Length of Project ----------- 1.392 mile
Cost of Roadway Per Mile ----$3,219,951.15

Federal Funds (92.22%)------$ 4,133,456.00
State Funds ---------------- 348,716.00
Total $ 4,482,172.00

Group 1 99%; Group 8 1%
Contract No. 9086
Prefix: 626-1054

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-133	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-1-80	State Oregon County Multnomah Project No. I-205-7(73)310

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Hancock St. - S.E. Yamhill St. (I-205)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-80	1.392

OTHER *(Specify)*

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 4,212,210.00	FEDERAL FUNDS $ 3,884,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By XXFor: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator 4-1-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon, March 6, 1980

Federal Aid Project
No. I-205-7(73)310

N.E. Hancock St.-S.E. Yamhill St. Section
East Portland Freeway Highway
Multnomah County

Project Agreement Estimate

Type Code 0010
Roadway (Sta. 286+00 to Sta. 359+50)

Mobilization	All	Required		$ 50,000.00
Temporary Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	300	Sq.Ft.	$ 10.00	3,000.00
Temporary Barricades	20	Sq.Ft.	100.00	2,000.00
Tempoary Continuous Rail Traffic Barriers, Reflectorized	1,025	Lin.Ft.	10.00	10,250.00
Temporary Plastic Safety Markers	25	Each	75.00	1,875.00
Flagmen	2,000	Hour	20.00	40,000.00
Clearing and Grubbing	All	Required		30,000.00
Removal of Structures and Obstructions	All	Required		10,000.00
Ditch Excavation	1,090	Cu.Yd.	5.00	5,450.00
Embankment Foundation Excavation	14,720	Cu.Yd.	1.35	19,872.00
General Excavation	1,338,200	Cu.Yd.	1.25	1,672,750.00
Extra for Selected Granular Embankment Material	50,000	Cu.Yd.	1.00	50,000.00
Extra for Selected Topsoil Material	21,200	Cu.Yd.	2.00	42,400.00
Trench Excavation	23,860	Cu.Yd.	8.00	190,880.00
Finishing Roadbed and Slopes	All	Required		70,000.00
Watering	8,150	M-Gal.	8.00	65,200.00
1"-0 Aggregate Base	6,800	Ton	8.50	57,800.00
Treated Base Mixture	5,500	Ton	13.50	74,250.00
Cement in Treated Base Mixture	300	Ton	100.00	30,000.00
Class "B" Asphalt Concrete Mixture	4,000	Ton	16.00	64,000.00
Asphalt Cement in Mixture	260	Ton	200.00	52,000.00
8-inch Culvert Pipe	770	Lin.Ft.	6.00	4,620.00
12-inch Sewer Pipe	14,840	Lin.Ft.	12.50	185,500.00
15-inch Sewer Pipe	1,830	Lin.Ft.	14.00	25,620.00
18-inch Sewer Pipe	600	Lin.Ft.	16.50	9,900.00
21-inch Sewer Pipe	360	Lin.Ft.	22.00	7,920.00
24-inch Sewer Pipe	1,200	Lin.Ft.	25.00	30,000.00
30-inch Sewer Pipe	2,730	Lin.Ft.	36.00	98,280.00
36-inch Sewer Pipe	2,270	Lin.Ft.	47.00	106,690.00
60-inch Sewer Pipe	15	Lin.Ft.	150.00	2,250.00
84-inch Sewer Pipe	800	Lin.Ft.	250.00	200,000.00
Extra for Pipe Under Pavement	410	Lin.Ft.	10.00	4,100.00
Bedding Material	590	Cu.Yd.	12.00	7,080.00

Concrete Manholes, Less Than 10 Feet Deep	35 Each	$ 900.00	$ 31,500.00
Concrete Manholes, 10 To 20 Feet Deep	16 Each	1,200.00	19,200.00
Concrete Manholes, Over 20 Feet Deep	1 Each	8,000.00	8,000.00
Drop M______	1 Each	8,000.00	8,000.00
Concrete Sumps	2 Each	4,000.00	8,000.00
Slope Protectors	2 Each	800.00	1,600.00
Sewer Manhole Illumination	All Required		2,500.00
Concrete Inlets, Type G-1	24 Each	450.00	10,800.00
Concrete Inlets, Type G-1 Modified	117 Each	430.00	50,310.00
Concrete Inlets, Type G-2MA	1 Each	800.00	800.00
Concrete Inlets, Type D	2 Each	600.00	1,200.00
8-inch Drain Pipe	960 Lin.Ft.	8.00	7,680.00
Fiber Filter	690 Sq.Yd.	5.00	3,450.00
Gravel in Drains	115 Cu.Yd.	14.00	1,610.00
Guard Rail, Type 1	100 Lin.Ft.	15.00	1,500.00
Rail End Pieces, Type A	6 Each	50.00	300.00
CL-6 Chain Link Fence	5,350 Lin.Ft.	5.00	26,750.00
Concrete Walks	4,700 Sq.Yd.	15.00	70,500.00
Concrete Bikeway	600 Sq.Yd.	15.00	9,000.00
Concrete Curbs	5,750 Lin.Ft.	7.00	40,250.00
Concrete Barrier	1,150 Lin.Ft.	15.00	17,250.00
Roadside Seeding and Mulching	42 Acre	600.00	25,200.00
Pole Foundations	All Required		25,000.00
Roadway Lighting Poles and Bracket Arms	All Required		25,000.00
Luminaires and Ballasts	All Required		7,500.00
Conduit, Wiring, Lamps, Etc.	All Required		25,000.00
Traffic Signal Installation, Complete	All Required		35,000.00
			$3,696,587.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,500.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	40,000.00
On the Job Trainee (7 @ $800)	All Required	5,600.00
		$ 47,600.00

Subtotal	$3,744,187.00
Engineering	467,223.00
Engineering (Signal Controller Teting)	800.00
Total	$4,212,210.00

Length of Grading 1.392 Mile

Cost of Grading Per Mile $3,026,012.93

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$ 1,500.00

Federal Funds (92.22%)		$3,884,500.00
State Funds.		327,710.00
	Total	$4,212,210.00

Group 1	99%
Group 8	1%
Contract No.	
Prefix No.	626-1909
Prefix No.	626-1054

August 23, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9086

Gentleman or Ladies:

On August 4, 1982, we wrote to you concerning release of final payment on Contract No. 9086 awarded to Elting, Incorporated for work on the N.E. Hancock Street-S.E. Yamhill Street Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $10,387.50 and the total contract amount is $4,123,807.50, including $90,929.92 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Elting, Incorporated
P. O. Box 366
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
E. L. Hardt

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Todd Building Co. No. 9198	Justice Center, Phase 2 Multnomah County	July 12,1982
Mill Plain Elect., Inc. No. 9388	SE Powell Blvd. @ SE 174th Ave. Multnomah County	July 20, 1982
W. R. Grasle Co. No. 9366	Mt. Hood Hwy. @ Towle Ave. (Gresham) Multnomah County	July 20, 1982
Roy L. Houck Construction Co. No. 9290	"S" Curve (Woodburn) Marion County	July 20, 1982
Mill Plain Electric,Inc. No. 9387	NE Columbia Blvd. @ NE 47th Ave. Multnomah County	July 30, 1982
Roy L. Houck Const. No. 9260	Clackamas/Boring Hwy. @ SE Foster Rd. (Damascus) Clackamas County	July 30, 1982
Elting, Inc. No. 9086	NE Hancock St.-SE Yamhill St. Multnomah County	July 30, 1982
Gresham Paving, Inc. No. 9250	SE 257th Dr.-SE Division Dr. Multnomah County	August 3, 1982
Hansen Electric Co., Inc. No. 9207	Beaverton/Tualatin Hwy. @ SW Hunziker St. (Tigard) Washington County	August 3, 1982
G.S.Hulsey Crushing,Inc. No. 9447	Port Orford Rock Production Curry County	August 3, 1982

August 4, 1982

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

4

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. HANCOCK ST. - S. E. YAMHILL ST.

WEEK ENDING: March 27, 1982

SECTION PREFIX: 626-1054

HIGHWAY: EAST PORTLAND FREEWAY

COUNTY: MULTNOMAH

NAME OF JOB: N. E. HANCOCK ST. - S. E. YAMHILL ST.

KIND OF WORK: GRADING, PAVING, ILLUMINATION, & SIGNALS

CONTRACTOR: ELTING, INC.

CONTRACT NUMBER: 9086

FEDERAL AID PROJECT NUMBER: I-205-7(73)310

DATE OF CONTRACT: FEBRUARY 5, 1980

DATE WORK STARTED: APRIL 18, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 500 (b)

WORK DAYS USED:

CALENDAR DAYS USED: 595

PROJECT AUTHORIZATION: $4,609,222.88

SPECIFIED COMPLETION DATE: AUGUST 31, 1980(a)

PERCENT OF TIME ELAPSED: (a) 100 (b) 119

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $4,281,455.92

ENGINEERING AUTHORIZATION: $327,766.96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,281,455.92

ENGINEERING COST TO DATE: $346,931.07

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 106 %

DATE PROJECT WAS COMPLETED: Oct 5, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	GRADING	SURFACING	DRAINAGE	ILLUMINATION	SIGNALS
PERCENT	100	100	100	100	100	100
MILES IN PROJECT						
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)		2314.7	397.8	836.6	82.5	35.0
TOTAL QUANTITIES CORRECTED TO DATE		2310.6	340.1	949.0	82.5	34.7
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		2310.6	340.1	949.0	82.5	34.7
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Second notification October 5, 1981
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		K
FRIDAY		0		
SATURDAY		0		

RECEIVED
MAR 29 1982
CONSTRUCTION
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Report
Project completed October 5, 1981
Semi-final submitted to Region March 24, 1982.

SIGNED ______ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 CO[illegible]

SP-F216

9056

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

December 14, 1981

CON 5 #9086

Elting, Incorporated
P.O. Box 366
Clackamas, Oregon 97015

RE: Time Extension Request
N.E. Hancock St. - S.E. Yamhill St.
I-205-7(73)310
Contract No. 9086

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 95 calendar days is granted due to delays resulting from late completion of the South Banfield overcrossing structure under another contract and the performance of extra and added work.

This eliminates all liquidated damages under this contract.

Sincerely,

Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:cb

cc. H. S. Coulter (w/att.)
E. Hardt "
J. W. McNamee "
FHWA "
Bob Church "

RECEIVED
STATE HWY ENGR
DEC 14 '81
REFER TO
FOR
Info Inves R/D D.R Sign Act File

NOTED
H.S. COULTER

Form 734-3123

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97266

OE RE RME RCE BE
TE RECEIVED RSM
UE NOV - 6 1981 RSC
SQ REGION I RBI
TO

DATE: November 5, 1981

TO: Marion Craft
Region Construction Engineer

FROM: James W. McNamee
Resident Engineer

SUBJECT: Time Extension Request
N. E. Hancock St. - S. E. Yamhill St.
East Portland Freeway
Contract 9086

12-11-81
CTK —
I concur with Project Manager's recommendation to grant a time extension of 95 C.D., eliminating all liquidated damages —

Enclosed is Contractor's Request for Increase in Number of Workdays to Complete Construction Contract. The Contractor is requesting that we approve a time extension to eliminate all liquidated damages on this project.

The Contractor's request is based on (a) delays caused him by another contractor (Hensel-Phelps) of crossing the south Banfield overcrossing structure and (b) price agreements and extra work orders.

The Contractor has listed six (6) items and the amount of time requested on each item for a total of 107 Calendar Days. We will attempt to analyze each item in the same order as the Contractor's request.

PERTINENT PROJECT INFORMATION

Award of contract..............February 5, 1980.
Calendar day count began.......February 19, 1980.
Work started...................April 18, 1980.
Specified 500 calendar days expired...................July 2, 1981.
Project substantially completed (595 calendar days...October 5, 1981.

CC: Bryant Jackmond.
with attached originals.

Jim McNamee's analysis is reasonable and accurate, and I concur in his recommendation to grant the 95 days and eliminate all liquidated damages.

Marion Craft
11-19-81

Time Extension Request (continued)

1. Contractor has requested 43 calendar days for the late completion of the south Banfield overcrossing structure by Hensel-Phelps. The Contractor wrote us a letter dated February 18, 1980, (copy enclosed), stating that no significant contract work could proceed until this structure was available to him for hauling. On March 31, 1980, the State decided to eliminate the concrete impact panels from Hensel-Phelps contract and construct temporary wooden approaches, and the bridge became available to Elting, Inc. on May 6th. During this period.....February 19 to May 6th the Contractor was charged 78 calendar days. I agree with the Contractor's statement that, "No significant contract work could proceed" until the bridge was made available to him and therefore recommend 40 days for this item.

2. The Contractor is requesting 10 calendar days for extra work required on the force account basis. The Contractor based his request on dollar amount. We will base ours on how the work delayed the project.

		DAYS RECOMMENDED
EWO #1	Temporary Erosion Control	0
EWO #2	Remove Pavement Markings	0
EWO #3	Investigate Existing Emb.	0
EWO #4	Relocate Sanitary Sewer	0
EWO #5	Revise Electrical Conduit.....Washington St.	0
EWO #6	Under deck illumination on south Banfield	0
EWO #7	Water line relocation	15

This work did delay the installation of the 84" storm sewer which delayed the project. The Contractor had to pot hole the water line, wait for us to design a relocation, order the pipe, receive the pipe on the project, and actually perform the water line relocation. The period covered between finding the water line on July 8, and completing the relocation on August 7, took 30 calendar days.

Time Extension Request (continued)

		DAYS RECOMMENDED
EWO #8	Relocate S. E. 96th Ave.	0
EWO #9	Correct curb alignment	0
EWO #10	Repair existing storm sewer	0

3. The Contractor is requesting 7 calendar days for PA #2, Extension of topsoil material, bid item 14. This work consisted of placing approx. 4500 cubic yards of topsoil material on the median berm throughout the project. The Contractor first had to finish the berm subgrade, then place the topsoil (6 working days), and again finish the berm (approx. 5 more days) prior to finishing the adjacent roadbed subgrade. Therefore; recommend 5 calendar days for this item.

4. The Contractor is requesting 9 calendar days for increasing the length of 84" storm sewer (PA #3) at north end of project.

The project plans showed installing 84" x 178' north of station 286 + 35. We actually needed 372', therefore; we increased this pipe run by 194'. The Contractor subcontracted this work to MoCon and as previously stated under item 2, EWO #7 above, the 84-inch pipe construction did delay the project. The fill could not be completed until the pipe was installed. Slope finishing and topsoil placement could not be completed until the manholes were completed.

We have already allowed time under item 2 to cover work performed prior to August 7th, and after this date the Contractor worked 5 days on this pipe run. Therefore; recommend 2 additional days for this item.

5. The Contractor is requesting 24 calendar days for PA #6 which increased the general excavation item approximately 140,000 Cu Yd by excavating the plug bwtween the south banfield o'xing structure and station 312 + 25. The earthwork actually extended the general excavation item by 10.8% and the roadbed finishing work by 21.1%. Using our original estimate of time to complete the gen. exc. on a double shift basis was 41.5% or 208 days. The Contractor constructed a return haul road

pad on the southbound structure so he didn't have to double shift, but in my opinion the 41.5% of the contract time appears reasonable. Therefore, using 10.8% of 208 days we have 22 additional calendar days for this item.

6. The Contractor is requesting 14 calendar days for the drainage work required in the same area as item 5 above. The original estimate of time for the drainage work on this project was 21.1% of the contract time. The added drainage work increased the drainage item by 17.9%. Therefore; 21.1% x 17.9% x 500 = 19 cal. days. Using the cost of the added work devided the original contract amount we have 3.4% x 500 = 17 calendar days. Therefore, it appears that 18 calendar day extension for this work would be reasonable.

It is our opinion that the subgrade finishing was what actually caused the project to be completed so late. When MoCon was awarded contract 9277 which covers the area between the Columbia River Bridge and S. E. Powell Blvd. and Elting, Inc. was the subcontractor to do the grading and CTB work. Elting then decided to let MoCon do their drainage work and median mound construction prior to finishing the subgrade for CTB construction. Therefore, CTB was placed on this project before the project was finished. We have also received a copy of a letter from MoCon (copy enclosed) which states that they will not use the late completion of Contract 9086 as a basis for a time extension on contract 9277. This in itself is probably worth several calendar days.

In summary we have the following:

	ITEM	CONTRACTOR'S REQUEST IN DAYS	RESIDENT ENGINEER'S RECOMM. DAY
1.	Late completion of S. Banfield O'xing Structure	43	40

Time Extension Request (continued)

	ITEM	CONTRACTOR'S REQUEST IN DAYS	ENGINEER'S RECOMENDATION IN DAYS
2.	Extra work orders 1 thru 10	10	15
3.	PA #2 Extra topsoil	7	5
4.	PA #3 Extra 84" storm sewer	9	2
5.	PA #6 Extra general excavation	24	22
6.	PA #8 Extra storm sewer system	14	18
	TOTAL	107	102

The Contractor has been assessed liquidated damages for 95 calendar days, and we recommend that the Contractor be allowed an extension of time to eliminate all liquidated damages.

5-13-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(64)308

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80342

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
SE Yamhill Street - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK
Correction - Withdraw authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

My PR 1240 with authorization date of 3/23/81 for temporary lighting in amount of $684.60 Federal Funds $631.33 for this project is withdrawn.

(Authorization is being charged to I-205-7(73)310 which is correct Project)

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO [illegible]
FOR
Info
Inve
R/D
D/R
Sign
Act
File

14. DATE 5/13/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

Const. Div. File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

DATE: May 7, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
N.E. Hancock Street-S.E. Yamhill Street
East Portland Freeway
Contract No. 9086

An increase in the project authorization for this Interstate grading, paving and illumination project is needed as an overrun of $383,175 or 9.1 percent is apparent. The project is currently 81 percent complete with completion anticipated in July of this year.

Approximately $291,000 of the anticipated overrun is due to performing items of work under this contract that were originally scheduled to be included in a later contract. Because of a delay to the S. Banfield Interchange project, approximately $175,000 of grading, $96,000 of storm sewer and $20,000 of illumination work will be performed under this contract.

An existing sanitary sewer line had to be replaced at a cost of $25,000 and an existing storm sewer had to be repaired at a cost of $15,000.

Other major contributors to the overrun were additional topsoil ($9,000), correction of the alignment of 96th Avenue ($8,000) and embankment investigative work ($6,000).

Engineering for the complex project is expected to overrun by approximately $27,000.

Except for approximately $8,000, the increased project costs are eligible for federal participation.

It is recommended that the authorization for this project be increased by $383,175 to a new total of $4,609,222.88. This matter will be on the consent calendar for the May 19 meeting.

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9086

TO: H. S. Coulter
State Highway Engineer

DATE: May 7, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
N.E. Hancock St.-S.E. Yamhill St.
East Portland Freeway
Contract No. 9086

An increase in the project authorization for this Interstate grading, paving and illumination project is needed as an overrun of $383,175, or 9.1 percent, is apparent. The project is currently 81 percent complete with completion anticipated in July of this year.

Approximately $291,000 of the anticipated overrun is due to performing items of work under this contract that were originally scheduled to be included in a later contract. Because of a delay to the S. Banfield Interchange project, approximately $175,000 of grading, $96,000 of storm sewer and $20,000 of illumination work will be performed under this contract.

An existing sanitary sewer line had to be replaced at a cost of $25,000, as it was old and very likely would have failed under the 80 foot roadway embankment. An existing storm sewer also had to be repaired at a cost of $15,000.

Other major contributors to the overrun were additional topsoil ($9,000), correction of the alignment of 96th Avenue caused by a staking error ($8,000) and embankment investigative work ($6,000).

Engineering for the complex project is expected to overrun by approximately $27,000.

All of the increased cost except for the above mentioned engineering error are eligible for federal participation.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr
Att.
cc: E. L. Hardt
James McNamee
Robert Church

ok/R

#7026 4-7-81

L.

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(73)310

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00035

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/81

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
NE Hancock - SE Yamhill Street

11. GENERAL DESCRIPTION OF WORK
Street Lighting Removal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 3/24/81 this will confirm the advance approval date of 3/23/81 approving and authorizing PGE to remove temporary lighting under agreement with Multnomah County as part of the construction phase. Removal costs in the amount of $684.60 Federal Funds $631.33, remaining value of equipment is not eligible for Federal aid participation.

Orig'd 5/18/81

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO Finishing
FOR
Info | Inves. | | | Sign | Act. | File

14. DATE 4/7/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1-205-1

ROAD DESIGN 378-6558

June 16, 1980

Ed Hardt
Region I Engineer

A D Olson
Adrian D. Olson
Preliminary Design Engineer

Hancock-Yamhill Section
East Portland Freeway (I205)
Multnomah County

✓ Versteeg ✓
Anderson
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RECEIVED
JUN 16 1980
ROAD DESIGN
SECTION

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Action

After a call from Jim McNamee, I reviewed the future use of material from the Hancock-Yamhill project, which is to be stockpiled north of the Banfield, east of I205. Our current planning shows a need for all of this material plus an additional 130,000 yards.

The current project shows stockpiling 494,000 yards of material, which may require the top of the stockpile to be as much as 40 feet above the grade of I205. However, since the time the project was awarded, approximately 43,000 yards has been diverted to the 92nd Avenue sound berm contract, leaving approximately 450,000 yards to be stockpiled.

Plans presently being prepared for the completion of the section from Failing Street to Hancock Street will require taking a minimum of 320,000 yards from this stockpile. This quantity would build the full freeway section adjacent to the jail and public works area, using 1½:1 slopes to miss the jail and to leave as much room as possible for relocating the exercise yard, parking, etc. About 130,000 yards would be left in the stockpile.

If the transitway is to be built northerly of the Banfield according to current plan, there will be a need for 260,000 yards of material, a total of 130,000 yards more than will be available from this site.

There are at least three places where some or all of this additional material might be obtained. There appears to be 50,000 to 60,000 yards in the transitway from Gateway to Burnside. There is approximately 75,000 yards in the transitway from Burnside to Yamhill. There is more than enough material in the surcharge between Marine Drive and Columbia Slough. However, at the present time it is not appropriate or necessary to tie down the source.

It would appear that the decision point will be the contracting of the project which will remove the surcharge south of Marine Drive. Before we dispose of that material we will need to review this matter again. In the meantime, we should not dispose of any suitable material that can readily be placed in this stockpile.

ADO:cj
cc: J. McNamee
R. D. Limbocker

9076

I-205

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

February 29, 1980

1 Versteeg ✓
Anderson
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RECEIVED
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ROAD DESIGN
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Bring Up ___/___/___
Action

Mr. K. D. Limbocker
Design Engineer
Metropolitan Branch
Ore. Dept. of Transportation
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Plan Approval
N.E. Hancock - S.E. Yamhill
East Portland Freeway I-205

We have just received a memo from Tor Lyshaug that agreement has been reached on the drainage problem for the jail-maintenance area at Rock Butte.

In accordance with the recommendations by Mr. Lyshaug, this letter is to formalize our approval of the plans for the project.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

William L. Carson

WILLIAM L. CARSON
Assistant Engineer

WLC:vh

AN EQUAL OPPORTUNITY EMPLOYER

HIGHWAY DIVISION - ODOT 378-6516

FILE

January 25, 1980

[illegible]
J.E. [illegible]

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
January 31, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 31, 1980 on the following projects:

1. Port Orford Rock Production
   Oregon Coast Highway, Curry County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Hill Road-Vista Lane
   Thiessen Road, Clackamas County
   Grading and Paving

   Curve realignment. Project length 350 feet, matching pavement width 22 feet. Two 12-foot lanes with variable shoulders 0-10 feet within project limits.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. So. Umpqua River (Shady) Bridge, Northbound
   Pacific Highway, Douglas County
   Structures

   Deck Repair.

   Same as No. 1.

4. Port of Entry (Farewell Bend)
   Old Oregon Trail Highway, Malheur County
   Building

   Same as No. 1.

5. E. Fremont Intchge-S.W. Corbett U'xing and Stadium Freeway
Pacific Highway and Stadium Freeway, Multnomah County
Signing

Same as No. 1.

6. Nyberg Creek Bridge (Tualatin)
S.W. 65th Avenue, Washington and Clackamas Counties
Structure

Four-foot shoulders provided on approached and structure. Also six-foot sidewalks with ramps on structure.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Scholls Highway @ Allen Boulevard (Beaverton)
Scholls Highway, Washington County
Signals

A seven-foot independent bikeway path to be constructed on this project.

8. S.W. Hall Boulevard-S.W. Oak Street
S.W. Greenburg Road, Washington County
Grading, Paving and Signals

6.5-foot sidewalks to be constructed for bicycle and pedestrian use.

9. N.E. Hancock Street-S.E. Yamhill Street
East Portland Freeway, Multnomah County
Grading, Paving and Signals

Project involves some bikeway and sidewalk construction. Major portion of independent bike path will be constructed on later contract.

10. Multnomah County Operations and Maintenance Facility
Multnomah County
Grading and Drainage

Same as No. 1.

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
[illegible]

FPS:ge

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(73)310

STATE PROJECT NO.: See below

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00035

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info | Inves | R/D | D.H. | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-3-80	1-3-80	Interstate 205	Primary 64

GENERAL LOCATION:
N.E. Hancock Street - S.E. Yamhill Street Section

GENERAL DESCRIPTION OF WORK:
Grade and Drain

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Perm. & Temp. Pave. Striping	$ 2,000.
Temporary Erosion Control	40,000.
On the Job Training	5,600.

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,710,315 - Federal Funds $6,188,252.

A signed copy of the Title Sheet is returned herewith.

DATE: 1-21-80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

December 28, 1979 PRO 6-1

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: PS&E Authorization Request

PS&E documents have been submitted to your department for the following federal aid projects and, accordingly, we are requesting your authorization to advertise for bids to be received on January 24, 1980, in accordance with FHPM 6-4-1-6, Paragraph (7).

I-5-2(91)113	Roberts Cr.-Dillard Interchange Section
I-IR-5-3(119)121	S. Umpqua River (Shady) Br. Northbound
I-5-6(93)299	Fremont Bridge-Corbett Ave. U'Xing
I-405-8(35)301	" " " " "
I-84-8(34)351	Port of Entry (Farewell Bend)
I-205-7(73)310	N.E. Hancock St.-S.E. Yamhill St. Section
IX-0000(13)	Nyberg Cr. Bridge (Tualatin) Section
IX-9207(2)	S.W. Hall Blvd.-S.W. Oak St. Section
IX-9234(5)	Scholls Hwy. at Allen Blvd. (Beaverton)
IX-9698(1)	Hill Road-Vista Lane Section

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Specified products are included in these projects that have been approved in FHPM memorandum dated March 9, 1964 and supplements thereto. A public interest finding has been made for their use.

We certify that the local government involved with the urban system projects listed above has approved the project as submitted in the PS&E documents.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4--2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject projects will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:dkc

40-6

B

GIBBONS AND REED COMPANY
GR
CONTRACTORS

GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

REPLY TO:
12255 N.E. WHITAKER WAY
POST OFFICE BOX 20158
PORTLAND, OREGON 97220
TELEPHONE (503) 255-6101

January 11, 1980

Oregon State Highway Dept.
Room 200
Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Attn: E. S. Hunter

Re: N.E. Hancock St. - S.E. Yamhill St. Sec.
East Portland Freeway Highway
Bid date: January 24, 1980

Gentlemen:

Gibbons & Reed Company requests an extension of bid date on the above referenced project as unusually severe weather prevented our receiving the plans, ordered 1-7-80, until 1-11-80. Employee traveling has also been made difficult and site conditions cannot be evaluated.

Gibbons & Reed requests a time extension on the bid date in order to make a responsible bid.

Your prompt consideration will be appreciated.

Very truly yours,

GIBBONS & REED COMPANY

R. W. Pierce

R. W. Pierce
Assistant Division Manager

RWP:mh

[illegible]

RECEIVED
TECHNICAL SERVICES
JAN 14 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

I 205

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/19/79
Donald L Rout

3-29-79
~~2-22-79~~ Bid Letting ____________ All Clear Deadline

SECTION NE HANCOCK ST.-SE YAMHILL STREET
Highway E. Portland Freeway
County Multnomah Region M
Type of Work G-Strs-Bike Funds FAI
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☐	☒	☐	☐	☒
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

I-205

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN
DEPT.

378-6558
TELEPHONE

TO: Memo to File

DATE: December 17, 1979

FROM: N E Mann
N. E. Mann
Senior Designer

SUBJECT: N. E. Hancock - S. E. Yamhill Section
East Portland Freeway
Multnomah County

A plans-in-hand review was held on this project Monday, December 10, at the Region I office in Milwaukie. The following items were discussed:

1. Early completion date for "SW" line and "NW" line embankments was discussed. July 31, 1980, was decided on as a reasonable date.

2. The sump and drainage in the gulch, approximately Sta 286 to Sta 292 was discussed. It was decided to place a sump near the inlet end of the 36" pipe and one at the outlet end. (Jim McNamee mentioned that the entire westerly portion of 36" pipe has been laid and this pipe needs only to be extended to the easterly slope line.) It also was decided that the large trench to be excavated for embankment foundation could be used for a sump. This trench will be deep enough so that any water placed into it will filter into the gravelly soils. Fred Yarbrough, Soils Engineer, approved of this plan.

3. It was suggested that it would be nice for traffic handling purposes to construct the proposed cul-de-sac on Multnomah Street. Mann to investigate.

4. Jim McNamee felt it would be beneficial to place topsoil on the cut slopes, as they will be mostly gravels. He felt the topsoil could be selected from the overburden on the project.

5. Due to the difficulty in determining all the necessary erosion control needs, it was decided to pay for erosion control by extra work. Twenty thousand dollars was proposed for this. There are erosion control details included in the plans.

6. Jim McNamee asked it if would be possible to pick a station and have all the grading start from a line at right angles to this station. This would be in lieu of the present proposal which is to have the "SG" line graded under separate contract with the South Banfield project. The purpose of this would be to eliminate some of the conflict between contractors. Mann to investigate.

Memo to File
Page 2
December 17, 1979

7. Jim McNamee proposed that the temporary haul corridor on the Banfield overcrossing structure be widened to 28'. This would allow empty haul rigs to return over bridge at the same time a full rig is crossing. Mann to investigate.

8. McNamee is constructing an inlet inside the pedestrian ramp loop (sheet 9) with a sewer pipe outfall to the outside of the loop. This pipe should be connected to the sewer system which is to be constructed along 96th Avenue.

NEM/db

cc: Ed Hardt, Region Engineer
Marion Craft, Region Construction Engineer
Jim McNamee, Resident Engineer
Fred Yarbrough, Soils Engineer
Paul Galloway, Specifications
Bud Mann, Final Design

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BY FINAL DESIGN ENGINEER

I-205

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

December 13, 1979

Mr. K. D. Limbocker
Dept. of Transportation
Metropolitan Branch
5821 N.E. Glisan St.
Portland, OR 97213

Subject: Advance Plans - NE Hancock - SE Yamhill
East Portland Freeway

Dear Ken:

We have reviewed the above-referenced plans and find we have a problem with storm drainage at the Rocky Butte Maintenance Shops.

Please find attached a memo to Bill Carson from Dick Dusa dated December 10, 1979 which explains the problem.

As soon as this problem is resolved to the satisfaction of Multnomah County Operations and Maintenance Division, we will be pleased to approve the subject plans.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

William L. Carson

William L. Carson
Associate Engineer

WLC:ms

Enc.

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SECTION

OFFICE MEMO. NDUM . . . DIVISION OF OPE TIONS & MAINTENANCE

TO: Bill Carson

DATE: December 10, 1979

FROM: Dick Dusa

SUBJECT: I-205 N.E. Hancock--S.E. Yamhill - Advanced Plans

As requested we have reviewed the above-referenced plans and have the following comments.

At the present time all storm water collected from the Rocky Butte facilities is piped and discharged into a low area near the west and south corner of the county property. A sump has been constructed in the center of the low area to aid percolation. The system is borderline as far as being adequate.

The proposed I-205 plans indicate filling the reservoir and covering the sump with fill materials.

No provisions for alternate storm drainage for our facilities are indicated on the plans.

Also the plans indicate installing a temporary 36" storm drain from an existing 84" storm, then terminating in a sump constructed adjacent to the county's parking lot which drains to the questionable existing storm system. Sumps constructed previously in this area have proven to be inadequate and have failed completely.

In the event of storm drainage disruption and flooding occurring, the first building to flood would be the sewage pump station.

The low point of the shops is a catch basin near the front gate which is elevation 141.08. The sewage pump station will flood at El. 144.00. On December 4th, of this year, the reservoir filled to El. 141.97, causing a reverse flow and minor flooding at the front gate.

Our drainage to the east has been severed by freeway construction and sumps installed. These sumps have failed and the ate is now pumping. The December 4th runoff was within one foot approximately of flooding the new jail gymnasium.

RED:syr

I-205

ROAD DESIGN SECTION DES 16-1

December 5, 1979

Ed Hardt
Region Engineer

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Subject: N. E. Hancock-S. E. Yamhill
East Portland Freeway
Multnomah County

The plans-in-hand review will be held Monday, December 10, 1979 at 9 a.m. in the Region I office.

A car will leave from the Salem Shops at 7:45 a.m. for those from Salem.

Following are some items to be discussed:

1. Early completion date of "SW" Line embankment (approximately 30,000 cu. yd.).
2. Early completion date of "NW" Line embankment at east end of "NW" Line structure. (Approximately 1,800 cu. yd.)
3. Sump and drainage in gulch, approximately Station 286 to Station 292. (Sheet 3A.)
4. Will there be a problem with the high fill over 8" sanitary sewer line from jail and County Shop area. (Sheet 3A.)
5. Should cul-de-sac on Multnomah Street be constructed on this project with a specified early completion date?

LKW:ja

cc C. T. Christianson - FHWA
C. T. Keasey
Jack Sullivan
Fred Yarbrough
Norman Mann

✓ Versteeg ✓
Anderson
2 Christianson Don
Sullivan
Do not File

RECEIVED
DEC 06 1979
ROAD DESIGN
SECTION

B

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: ADRIAN OLSON
Engineering Section

DATE: March 1, 1979

NOTED
E. S. HUNTER

FROM: D.R. Adams
Project Development Manager

SUBJECT: Hancock-Yamhill Section
East Portland Freeway (I-205)
Multnomah County

In your memo to file of February 12, 1979 on the subject, the basic assumption is that the freeway should be completed as far north as the airport by the fall of 1981 even though the Columbia River Bridge will not be complete until mid-1982. The delay of the South Banfield structure requires splitting the Hancock-Yamhill section into three contracts.

We have reviewed your proposal and I have attached a detailed report by Ken Limbocker commenting on the proposal. To Ken's comments I would like to add the following: We see no significant advantage to opening the freeway as far north as the airport. Access to the airport via 82nd is functioning in a satisfactory manner. We see no significant benefit in opening the freeway north of the Banfield Interchange.

Under your proposal you would apparently handle the excess material twice as much as under the originally proposed contract. If the cost of this double handling and the other increased costs that can be anticipated by having three separate contracts, can be overcome by some clear advantage, then perhaps there is some benefit to pursuing the early opening. There may be some advantage to opening the freeway as far north as the Banfield Interchange to provide an eastbound connection, however, only minor traffic volume reduction on the freeway system in Portland could be anticipated due to this linkage.

There is little advantage to providing a freeway route to the airport. The existing connection using 82nd Avenue certainly needs improvement, but it is not so bad as to be intolerable for an additional six to eight months.

In summary, there may be some hidden benefits that we are not taking into account at this time. However, as the matter stands now, we see no advantage to making the adjustments to the contracts in order to advance the freeway construction ahead of the I-205 Columbia River Bridge.

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I would like to add the following comments to the last three of Limbocker's five identified issues.

3. We have solicited recommendations from the local jurisdictions on whether or not the busway rigid frame structure near the jail should be constructed. This issue should be resolved by April 1.

4. As I understand, the present optimistic schedule would call for the new jail to be to contract in June of 1980 with completion in the third quarter of 1982. Given this schedule, access needs to be maintained to the jail during and after construction of the freeway. In seeking solutions to this problem, I would remind you that part of the justification for the removal of the jail was to eliminate the need for access under the freeway. Any such proposal would be hard to justify. Perhaps your suggestion to route traffic north along the busway would work. Perhaps a solution oriented to the south could also work.

5. The bicycle crossing of the Banfield Freeway was originally proposed as a part of the busway structure. Since the busway structure is not to be built an alternative needs to be developed. A suggestion to solve both the bicycle path problem and the access problem to the jail, might utilize the single structure for both activities. Prior to opening of the freeway and the bike path, the jail traffic could use a narrowed bridge, anticipating a future permanent bike path, or a bridge wide enough for a future busway with the bicycles routed over the structure after closure of the jail. Construction of a busway structure would be consistent with the construction of the bus undercrossing at the jail and could be designed for a future cantilevered bicycle path when the busway is built.

We would appreciate being kept advised of any further proposals as they are developed.

DRA/PE

cc: E.S. Hunter
J.H. Versteeg
M.J. Klotz
K.D. Limbocker

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT

238-8231
TELEPHONE

TO: DON ADAMS
Project Development Manager

DATE: February 14, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Olson Letter 2/12/79 (et al)
Hancock-Yamhill Section
East Portland Freeway (I-205)
Multnomah County

Reference is made to the opening of I-205 to the airport in 1981. I feel this needs some clarification as to (1) The purpose of this opening (airport service, through routing to Airport Way or . . .?)

The primary function of service to the airport would be from downtown. This would require completion of the "EN" Line (east bound Banfield to north bound I-205), the "SW" structure (southbound I-205 to west bound Banfield), completion of the paving north bound from Airport Way to connection to the "EN" Line, and south bound from Airport Way to the "SW" connection to the Banfield. Airport Way would have to be completed both east and west to provide any function to the facility. Any temporary connection to Marine Drive, in its present condition would not be advisable.

I personally have difficulty in rationalizing any opening beyond the Columbia Boulevard Interchange.

As pointed out in Olson's letter, the mainline crossing of the Banfield in the south Banfield interchange is behind schedule a minimum of six months. The bulk of the material required for the area between Hancock Drive and the south Banfield interchange comes from the area between the Banfield and S.E. Yamhill Street. Bob Shotwell gave an optimistic date for the availability of the mainline structure, of eight months. This means the earliest letting date for the earthwork is October 1979. Work would probably not start until the spring of 1980. Including the grading, paving, and miscellaneous work to complete this section would take a minimum of 24 months or two full construction seasons. The inclusion of the "NW" structure (northbound I-205 to west bound Banfield and the "SW" structure (southbound I-205 to westbound Banfield) would fall within this same timeframe. However, the present estimate of the availability of the county shops is the spring of 1981, causing the work to be staged around the county shop facilities. This could easily add one additional construction season, or completion in 1982. Once the excavation south of the Banfield is completed there should be no major problem completing the section to Yamhill.

The north Banfield interchange section is scheduled for letting in March or April of 1979. The project will contain two completion dates. All work west of a line 200 feet west of N.E. 102nd Avenue will be specified for completion by October 31, 1980. This will allow for a paving contract which could be completed by the fall of 1981. This contract skirts the issue of the Jail Bus Tunnel. Resolution of this issue is vital to establish the overall completion date. The structure was estimated at $2,000,000 in 1976 which would escalate to $2,500,000 in 1979. Construction of a detour section to handle the traffic, if the construction is delayed for ten years would, in all probability, approach the initial construction figure. Based on the present rate of inflation (nine percent per year) the cost ten years hence would approximate $6,000,000 plus the necessary detour construction. Proration of the inflation factor for ten years is not too realistic due to the number of unknown quantities.

The expiration of the Interstate Program in 1986 is also a factor to consider. Should the facility be needed after this expiration date, the match money required could change from 8% to 12% to 22%. The extreme case of ten year inflated cost and 14% differential in funding could require an additional $850,000 match funds.

The portion of the north Banfield interchange easterly of N.E. 102nd Ave. is being allowed a work day count of 835. This indicates completion July of 1982 for a finished section.

The jail area is still in limbo. Negotiations are still underway regarding the amount of federal reimbursement. Optimistically, in light of prior negotiations, the area would be avilable in the fall of 1982. This would not preclude the completion of a functional freeway through the area but would require considerable additional work to bring the section up to standards. Access requirements to the area by the county could also cost additional money unless the county is agreeable to access via the Gateway area.

The issues which need to be resolved appear to be the following:

1. The necessity or even the practicality of opening I-205 to the airport in 1981.
2. The necessity or even the practicality of opening I-205 beyond Division Street prior to a total operational freeway.
3. The Go or No-Go on the Jail Rigid Frame Structure.
4. Resolution of access to the jail in view of protracted negotiations.
5. Bicycle structure across the Banfield freeway or at grade?

pq

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION 378-6558
DEPT. TELEPHONE

TO: MEMO TO THE FILE DATE: February 12, 1979

NOTED
E. S. HUNTER

aOlson
FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Hancock-Yamhill Section
East Portland Frwy. (I-205)
Multnomah County

A meeting of Design personnel was held on the remaining units of I-205. Current schedule calls for completion to the Airport by the fall of 1981.

The present contract in the South Banfield Interchange is believed to be six months or more late which precludes hauling the 1,500,000 yards of material from the area between the Banfield and Yamhill Street this season. In order to do this grading, build the major northwest structure, grade and surface the Banfield through the South Banfield Interchange, and pave from the Banfield to the Stark-Washington Interchange it appears necessary to set up three contracts.

One contract would be let for the northwest and southwest structures and the grading, paving and remaining work along the Banfield and in the Gateway area. This will require approximately two years, so should be let this fall to complete in the fall of 1981.

A grading job from the Banfield south to Yamhill, including the two structures on the Glison ramps should also be let this fall with early grading of the interchange ramps south of Washington Street so that these can be surfaced with the Yamhill-Powell paving project expected in 1980. The 96th Avenue relocation would be done with the Yamhill-Powell paving project in order to make this workable. The grading project would be set for completion in the fall of 1980.

A paving project would be let in 1981 for the mainline and ramps from the South Banfield area to Yamhill.

This over simplifies the problem since there is excess material on the 96th Avenue relocation, a huge surplus on the grading project, a 200,000 yard shortage on the structure project, overlapping contract areas, etc., ad infinitum---but indicates what presently appears appropriate in order to handle the three major types of work.

ADO:cj

cc: Ed Hunter
Ed Hardt
Bob Bothman
C. T. Keasey

RECEIVED
TECHNICAL SERVICES
FEB 12 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-265-1

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 22, 1978

Duane O. Christensen
Final Design Engineer

Len Wallace
Bridge Design Engineer

NE Hancock St.-SE Yamhill St.
East Portland Freeway
Multnomah County
Sound Walls

Your plans for the sound wall are to be included with the roadway plans for the above project scheduled for bid opening on March 29, 1979. With this letter the following data is again being transmitted to you for the design of this wall located to the left of Station 310+00± to Station 323+00±.

1. Print of detail map showing location of wall.

2. Profile of "S6" line showing the profile of the wall.

3. Two rolls of cross sections showing the wall.

This data was originally given to John Tindall prior to October 13, 1978, after checking with you as to who would do the design work. John worked up a cost estimate for us and returned the data. We assumed the design was also being worked on. However, we now understand this has not been the case. We would appreciate your expediting the completion of plans for this sound wall so as to be included in the plans for the March 29 bid opening.

DOC:jn
cc: L. K. Watson

L Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 22 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

1980 Multnomah Co. Operations 9087
& Maintenance Facility on SE
190th Ave. near Gresham. (Ex.)

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-216	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 15	3-2288	Project Number I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 12 , 1971 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,576,304	$ 14,579,004
Federal funds	$ 13,446,635	$ 13,449,126
Other revisions		

This modification is made for the following reasons: To include increase in right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19 ____.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

~~By~~ XXX For: Donald E. Forbes, P.E.
State Highway Engineer
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 17, 1988

Federal-Aid Project No. I-205-7(8)311

N.E. Glisan St.-N.E. Siskiyou St. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Rights-of-way (Sta. 323+50 to Sta. 256+00)

Rights-of-way		All Required	$ 9,027,705.00
		Subtotal	$ 9,027,705.00
		Acquisition Expense	626,295.00
		Total	$ 9,654,000.00

Consultants
Multnomah Co. Public Works

Zimmer, Gunsel & Frasca	(Phase I)	All Required	$ 141,853.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	(2,003.00)
Zimmer, Gunsel & Frasca	Supp. #4	All Required	15,000.00
		Subtotal	$ 154,850.00
Zimmer, Gunsel & Frasca	(Phase II)	All Required	$ 366,467.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	7,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	49,898.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	10,000.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	169,000.00
		Subtotal	$ 602,365.00
		Total	$ 757,215.00

Consultants
Multnomah Co. Justice Center

Zimmer, Gunsel & Frasca		All Required	$ 2,360,000.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	2,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	425.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	8,660.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	44,913.00
Zimmer, Gunsel & Frasca	Supp. #6	All Required	11,560.00

Zimmer, Gunsel & Frasca	Supp. #7	All Required	6,495.00
Zimmer, Gunsel & Frasca	Supp. #8	All Required	12,500.00
Zimmer, Gunsel & Frasca	Supp. #9	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #10	All Required	10,461.00
Zimmer, Gunsel & Frasca	Supp. #11	All Required	3,350.00
Zimmer, Gunsel & Frasca	Supp. #12	All Required	1,650.00
Zimmer, Gunsel & Frasca	Supp. #13	All Required	14,913.00
		Subtotal	$ 2,490,127.00
N.W. Turner Inc.		All Required	180,000.00
		Total	$ 3,427,342.00

Relocation Assistance *

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	Subtotal	$ 222,500.00
	Incidental Cost	29,300.00
	Total	$ 251,800.00

Type Code Y004

Building Demolition (Sta. 323+50 to STa. 256+00)

Northwest Housemovers Inc.	(File 41171)	All Required	$ 303.00
Colhouer Construction Co. (Demolition on 11 files)		All Required	332.00
R.A.V. Wrecking Co.	(File 42856)	All Required	342.40
R.A.V. Wrecking Co.	(File 41179)	All Required	301.35
Heard Construction Co. (Demolition on 4 files)		All Required	722.45
Heard Construction Co. (Demolition on 2 files)		All Required	152.42
R.A.V. Wrecking Co.	(File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)		All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)		All Required	1,038.00
R.A.V. Wrecking Co. (Demolition on 5 files)		All Required	1,698.82
Heard Construction Co. (Demolition on 7 files)		All Required	2,141.00
Heard Construction Co. (Demolition on 4 files)		All Required	1,744.20
Heard Construction Co. (Demolition on 2 files)		All Required	877.30
Western Wrecking Co. (Demolition on 3 files)		All Required	695.00
Western Wrecking Co. (Demolition on F-46246)		All Required	300.00
Heard Construction Co. (Demolition on 2 files)		All Required	691.92

Heard Construction Co. (Rough Grading on 11 files)	All Required	1,280.00
Western Wrecking Co. (Demolition on 5 files)	All Required	2,475.00
Heard Construction Co. (Demolition on 3 files)	All Required	1,368.00
Heard Construction Co. (Demolition on F-46880)	All Required	373.00
Colhouer Construction Co. (Demolition on F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition on 3 files)	All Required	996.76
Heard Construction Co. (Demolition on 2 files)	All Required	665.00
Wells & Sons (Demolition on 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required	433.00
Heard Construction Co. (Demolition on F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required	810.00
Holton Trucking Co. (Demolition on F-47679)	All Required	950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required	100.00
Heard Construction Co. (Demolition on 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project 1.278 mi.

Type Code Y004
County Shop Replacement (Phase I)(Contract 9087)

Mobilization		44%	All Required	$ 49,500.00
Temporary Protection and Direction of Traffic		44%	All Required	3,212.00
Temporary Signs	Sq. Yd.	38	4.00	152.00
Flagmen	Hour	1,055	18.00	18,990.00
Type 1 Excavation	Cu. Yd.	106,000	2.25	238,500.00
Type 2 Excavation Building Site	Cu. Yd.	31,000	1.10	34,100.00

Type 4 Backfill Roads on Site	Cu. Yd.	5,600	2.50	14,000.00
Type 5 Backfill	Cu. Yd.	1,700	3.35	5,695.00
Type 6 Backfill	Cu. Yd.	1,400	3.35	4,690.00
				$ 368,839.00

Anticipated Items

Temporary Erosion Control	All Required	$ 30,000.00
On-the-job Trainees (1 @ $800)	All Required	800.00
		$ 30,800.00
	Subtotal	$ 399,639.00
	Engineering	53,511.00
	Total	$ 453,150.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (92.25%)

Description	Total Cost	Federal Funds	State Funds
Right-of-way	$ 9,654,000.00	$ 8,905,815.00	$ 748,185.00
Consultants (Public Works)	757,215.00	698,530.00	58,685.00
Consultants (Justice Center)	3,427,342.00	3,161,722.00	265,620.00
Displaced Person (Prior)	1,100.00	1,014.00	86.00
Displaced Person ('68 Act)	250,700.00	231,270.00	19,430.00
Building Demolition	35,497.00	32,745.00	2,752.00
Shop Building (Phase I)	453,150.00	418,030.00	35,129.00
Total	$14,579,004.00	$ 13,449,126.00	$ 1,129,878.00

Prefix: 626-1055
Prefix: 626-1056
Prefix: 626-2536
Prefix: 626-2565 - Multnomah County Maintenance & Op. Facility
Prefix: 626-2566 - Multnomah County - Portland Justice Center
Prefix: 626-2585
Contract No. 9087

* Relocation Assistance

8 Families Prior to '68 Act	$ 1,000.00
100 Families Under Prov. of '68 Act Moving Cost Replacement Housing	118,300.00
18 Business Moving Cost	73,100.00
Incidental Cost	29,300.00
	$ 251,800.00

Public Work Facility, Phase I
County Shop Replacement

(Nonparticipating-State Work)
County Responsibility

Mobilization		56%	All Required	$ 63,000.00
Temporary Protection and Direction of Traffic		56%	All Required	4,088.00
Temporary Signs	Sq. Yd.	50	4.00	200.00
Flagmen	Hour	1,345	18.00	24,210.00
Type 1 Excavation	Cu. Yd.	72,000	2.25	162,000.00
Type 2 Excavation Relocation Site	Cu. Yd.	66,000	1.05	69,300.00
Type 3 Excavation	Cu. Yd.	43,000	1.30	55,900.00
Type 4 Backfill Under Building	Cu. Yd.	20,000	2.15	43,000.00
12-inch Drain Pipe	Lin. Ft.	150	15.00	2,250.00
				$ 415,448.00

Contract No. 9087
Prefix: 626-1055
Group 1: 33%; Group 2: 2%; Group 3: 8%; Group 9: 57%
Appn Code 042

DDB:bkw

·TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-38	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 14	[illegible]	Project Number I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 12, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,571,904	$ 14,576,304
Federal funds	$ 13,442,562	$ 13,446,635
Other revisions		

This modification is made for the following reasons: To include increase in right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

XXX For: Don Adams

Acting State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 8, 1988

Federal-Aid Project No. I-205-7(8)311

N.E. Glisan St.-N.E. Siskiyou St. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Rights-of-way (Sta. 323+50 to Sta. 256+00)

Rights-of-way	All Required	$ 9,027,705.00
	Subtotal	$ 9,027,705.00
	Acquisition Expense	623,595.00
	Total	$ 9,651,300.00

Consultants
Multnomah Co. Public Works

Zimmer, Gunsel & Frasca	(Phase I)	All Required	$ 141,853.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	(2,003.00)
Zimmer, Gunsel & Frasca	Supp. #4	All Required	15,000.00
		Subtotal	$ 154,850.00
Zimmer, Gunsel & Frasca	(Phase II)	All Required	$ 366,467.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	7,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	49,898.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	10,000.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	169,000.00
		Subtotal	$ 602,365.00
		Total	$ 757,215.00

Consultants
Multnomah Co. Justice Center

Zimmer, Gunsel & Frasca		All Required	$ 2,360,000.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	2,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	425.00
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Zimmer, Gunsel & Frasca	Supp. #5	All Required	44,913.00
Zimmer, Gunsel & Frasca	Supp. #6	All Required	11,560.00

Zimmer, Gunsel & Frasca	Supp. #7	All Required	6,495.00
Zimmer, Gunsel & Frasca	Supp. #8	All Required	12,500.00
Zimmer, Gunsel & Frasca	Supp. #9	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #10	All Required	10,461.00
Zimmer, Gunsel & Frasca	Supp. #11	All Required	3,350.00
Zimmer, Gunsel & Frasca	Supp. #12	All Required	1,650.00
Zimmer, Gunsel & Frasca	Supp. #13	All Required	14,913.00
		Subtotal	$ 2,490,127.00
N.W. Turner Inc.		All Required	180,000.00
		Total	$ 3,427,342.00

Relocation Assistance *

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	Subtotal	$ 222,500.00
	Incidental Cost	29,300.00
	Total	$ 251,800.00

Type Code Y004
Building Demolition (Sta. 323+50 to STa. 256+00)

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R.A.V. Wrecking Co.	(File 41179)	All Required	301.35
Heard Construction Co. (Demolition on 4 files)		All Required	722.45
Heard Construction Co. (Demolition on 2 files)		All Required	152.42
R.A.V. Wrecking Co.	(File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)		All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)		All Required	1,038.00
R.A.V. Wrecking Co. (Demolition on 5 files)		All Required	1,698.82
Heard Construction Co. (Demolition on 7 files)		All Required	2,141.00
Heard Construction Co. (Demolition on 4 files)		All Required	1,744.20
Heard Construction Co. (Demolition on 2 files)		All Required	877.30
Western Wrecking Co. (Demolition on 3 files)		All Required	695.00
Western Wrecking Co. (Demolition on F-46246)		All Required	300.00
Heard Construction Co. (Demolition on 2 files)		All Required	691.92

Heard Construction Co. (Rough Grading on 11 files)	All Required	1,280.00
Western Wrecking Co. (Demolition on 5 files)	All Required	2,475.00
Heard Construction Co. (Demolition on 3 files)	All Required	1,368.00
Heard Construction Co. (Demolition on F-46880)	All Required	373.00
Colhouer Construction Co. (Demolition on F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition on 3 files)	All Required	996.76
Heard Construction Co. (Demolition on 2 files)	All Required	665.00
Wells & Sons (Demolition on 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required	433.00
Heard Construction Co. (Demolition on F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required	810.00
Holton Trucking Co. (Demolition on F-47679)	All Required	950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required	100.00
Heard Construction Co. (Demolition on 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project	1.278 mi.

Type Code Y004
County Shop Replacement (Phase I)(Contract 9087)

Mobilization		44%	All Required	$ 49,500.00
Temporary Protection and Direction of Traffic		44%	All Required	3,212.00
Temporary Signs	Sq. Yd.	38	4.00	152.00
Flagmen	Hour	1,055	18.00	18,990.00
Type 1 Excavation	Cu. Yd.	106,000	2.25	238,500.00
Type 2 Excavation Building Site	Cu. Yd.	31,000	1.10	34,100.00

Type 4 Backfill Roads on Site	Cu. Yd.	5,600	2.50	14,000.00
Type 5 Backfill	Cu. Yd.	1,700	3.35	5,695.00
Type 6 Backfill	Cu. Yd.	1,400	3.35	4,690.00
				$ 368,839.00

Anticipated Items

Temporary Erosion Control	All Required	$ 30,000.00
On-the-job Trainees (1 @ $800)	All Required	800.00
		$ 30,800.00
	Subtotal	$ 399,639.00
	Engineering	53,511.00
	Total	$ 453,150.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (92.25%)

Description	Total Cost	Federal Funds	State Funds
Right-of-way	$ 9,651,300.00	$ 8,903,324.00	$ 747,976.00
Consultants (Public Works)	757,215.00	698,530.00	58,685.00
Consultants (Justice Center)	3,427,342.00	3,161,722.00	265,620.00
Displaced Person (Prior)	1,100.00	1,014.00	86.00
Displaced Person ('68 Act)	250,700.00	231,270.00	19,430.00
Building Demolition	35,497.00	32,745.00	2,752.00
Shop Building (Phase I)	453,150.00	418,030.00	35,129.00
Total	$14,576,304.00	$ 13,446,635.00	$ 1,129,678.00

Prefix: 626-1055
Prefix: 626-1056
Prefix: 626-2536
Prefix: 626-2565 - Multnomah County Maintenance & Op. Facility
Prefix: 626-2566 - Multnomah County - Portland Justice Center
Prefix: 626-2585
Contract No. 9087

* **Relocation Assistance**

8 Families Prior to '68 Act	$ 1,000.00
100 Families Under Prov. of '68 Act Moving Cost	
Replacement Housing	118,300.00
18 Business Moving Cost	73,100.00
Incidental Cost	29,300.00
	$ 251,800.00

Public Work Facility, Phase I
County Shop Replacement

(Nonparticipating-State Work)
County Responsibility

Mobilization		56%	All Required	$ 63,000.00
Temporary Protection and Direction of Traffic		56%	All Required	4,088.00
Temporary Signs	Sq. Yd.	50	4.00	200.00
Flagmen	Hour	1,345	18.00	24,210.00
Type 1 Excavation	Cu. Yd.	72,000	2.25	162,000.00
Type 2 Excavation Relocation Site	Cu. Yd.	66,000	1.05	69,300.00
Type 3 Excavation	Cu. Yd.	43,000	1.30	55,900.00
Type 4 Backfill Under Building	Cu. Yd.	20,000	2.15	43,000.00
12-inch Drain Pipe	Lin. Ft.	150	15.00	2,250.00
				$ 415,448.00

Contract No. 9087
Prefix: 626-1055
Group 1: 33%; Group 2: 2%; Group 3: 8%; Group 9: 57%

DDB:bkw

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-95

PROJECT REPORT NUMBER

MODIFICATION NUMBER 13

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 12 , 19 71 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,552,709	$ 14,571,904
Federal funds	$ 13,424,854	$ 13,442,562
Other revisions		

This modification is made for the following reasons: To include increase in right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible] , 19 [illegible] .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXXFor: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 17, 1987

Federal-Aid Project No. I-205-7(8)311

N.E. Glisan St.-N.E. Siskiyou St. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Rights-of-way (Sta. 323+50 to Sta. 256+00)

Rights-of-way	All Required	$ 9,027,705.00
	Subtotal	$ 9,027,705.00
	Acquisition Expense	619,195.00
	Total	$ 9,646,900.00

Consultants
Multnomah Co. Public Works

Zimmer, Gunsel & Frasca	(Phase I)	All Required	$ 141,853.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	(2,003.00)
Zimmer, Gunsel & Frasca	Supp. #4	All Required	15,000.00
		Subtotal	$ 154,850.00
Zimmer, Gunsel & Frasca	(Phase II)	All Required	$ 366,467.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	7,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	49,898.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	10,000.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	169,000.00
		Subtotal	$ 602,365.00
		Total	$ 757,215.00

Consultants
Multnomah Co. Justice Center

Zimmer, Gunsel & Frasca		All Required	$ 2,360,000.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	2,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	425.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	8,660.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	44,913.00
Zimmer, Gunsel & Frasca	Supp. #6	All Required	11,560.00
Zimmer, Gunsel & Frasca	Supp. #7	All Required	6,495.00
Zimmer, Gunsel & Frasca	Supp. #8	All Required	12,500.00
Zimmer, Gunsel & Frasca	Supp. #9	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #10	All Required	10,461.00

Zimmer, Gunsel & Frasca	Supp. #11	All Required	3,350.00
Zimmer, Gunsel & Frasca	Supp. #12	All Required	1,650.00
Zimmer, Gunsel & Frasca	Supp. #13	All Required	14,913.00
		Subtotal	$ 2,490,127.00
N.W. Turner Inc.		All Required	180,000.00
		Total	$ 3,427,342.00

Relocation Assistance *

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	Subtotal	$ 222,500.00
	Incidental Cost	29,300.00
	Total	$ 251,800.00

Type Code Y004
Building Demolition (Sta. 323+50 to Sta. 256+00)

Northwest Housemovers Inc	(File 41171)	All Required	$ 303.00
Colhouer Construction Co. (Demolition on 11 files)		All Required	332.00
R.A.V. Wrecking Co.	(File 42856)	All Required	342.40
R.A.V. Wrecking Co.	(File 41179)	All Required	301.35
Heard Construction Co. (Demolition on 4 files)		All Required	722.45
Heard Construction Co. (Demolition on 2 files)		All Required	152.42
R.A.V. Wrecking Co.	(File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)		All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)		All Required	1,038.00
R.A.V. Wrecking Co. (Demolition on 5 files)		All Required	1,698.82
Heard Construction Co. (Demolition on 7 files)		All Required	2,141.00
Heard Construction Co. (Demolition on 4 files)		All Required	1,744.20
Heard Construction Co. (Demolition on 2 files)		All Required	877.30
Western Wrecking Co. (Demolition on 3 files)		All Required	695.00
Western Wrecking Co. (Demolition on F-46246)		All Required	300.00
Heard Construction Co. (Demolition on 2 files)		All Required	691.92
Heard Construction Co. (Rough Grading on 11 files)		All Required	1,280.00
Western Wrecking Co. (Demolition on 5 files)		All Required	2,475.00
Heard Construction Co. (Demolition on 3 files)		All Required	1,368.00
Heard Construction Co. (Demolition on F-46880)		All Required	373.00

Colhouer Construction Co. (Demolition on F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition on 3 files)	All Required	996.76
Heard Construction Co. (Demolition on 2 files)	All Required	665.00
Wells & Sons (Demolition on 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required	433.00
Heard Construction Co. (Demolition on F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required	810.00
Holton Trucking Co. (Demolition on F-47679)	All Required	950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required	100.00
Heard Construction Co. (Demolition on 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project	1.278 mi.

Type Code Y004
County Shops Replacement (Phase I)(Contract 9087)

Mobilization		44%	All Required	$ 49,500.00
Temporary Protection and Direction of Traffic		44%	All Required	3,212.00
Temporary Signs	Sq. Yd.	38	4.00	152.00
Flagmen	Hour	1,055	18.00	18,990.00
Type 1 Excavation	Cu. Yd.	106,000	2.25	238,500.00
Type 2 Excavation Building Site	Cu. Yd.	31,000	1.10	34,100.00
Type 4 Backfill Roads on Site	Cu. Yd.	5,600	2.50	14,000.00
Type 5 Backfill	Cu. Yd.	1,700	3.35	5,695.00
Type 6 Backfill	Cu. Yd.	1,400	3.35	4,690.00
				$ 368,839.00

Anticipated Items

Temporary Erosion Control	All Required	$ 30,000.00
On-the-job Trainees (1 @ $800)	All Required	800.00
		$ 30,800.00
	Subtotal	$ 399,639.00
	Engineering	53,511.00
	Total	$ 453,150.00

* Length of Project 0.00 mi.

SUMMARY OF FUNDS (92.25%)

Description	Total Cost	Federal Funds	State Funds
Right-of-way	$ 9,646,900.00	$ 8,899,265.00	$ 747,635.00
Consultants (Public Works)	757,215.00	698,530.00	58,685.00
Consultants (Justice Center)	3,427,342.00	3,161,722.00	265,620.00
Displaced Person (Prior)	1,100.00	1,000.00	100.00
Displaced Person ('68 Act)	250,700.00	231,270.00	19,430.00
Building Demolition	35,497.00	32,745.00	2,752.00
Shop Building (Phase I)	453,150.00	418,030.00	35,129.00
Total	$14,571,904.00	$ 13,442.562.00	$ 1,129,342.00

Prefix: 626-1055
Prefix: 626-1056
Prefix: 626-2536
Prefix: 626-2565 - Multnomah County Maintenance & Op. Facility
Prefix: 626-2566 - Multnomah County - Portland Justice Center
Prefix: 626-2585
Contract No. 9087

* Relocation Assistance

8 Families Prior to '68 Act	$ 1,000.00
100 Families Under Prov. of '68 Act Moving Cost	118,300.00
Replacement Housing	73,100.00
18 Business Moving Cost	29,300.00
Incidental Cost	
	$ 251,800.00

Public Work Facility, Phase I
County Shop Replacement

(Nonparticipating-State Work)
County Responsibility

Mobilization		56%	All Required	$ 63,000.00
Temporary Protection and Direction of Traffic		56%	All Required	4,088.00
Temporary Signs	Sq. Yd.	50	4.00	200.00
Flagmen	Hour	1,345	18.00	24,210.00
Type 1 Excavation	Cu. Yd.	72,000	2.25	162,000.00
Type 2 Excavation Relocation Site	Cu. Yd.	66,000	1.05	69,300.00
Type 3 Excavation	Cu. Yd.	43,000	1.30	55,900.00
Type 4 Backfill Under Building	Cu. Yd.	20,000	2.15	43,000.00
12-inch Drain Pipe	Lin. Ft.	150	15.00	2,250.00
				$ 415,448.00

Contract No. 9087
Prefix: 626-1055
Group 1: 33%; Group 2: 2%; Group 3: 8%; Group 9: 57%
DDB:bkw

9117

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-163	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 1	10-16-84	Project Number I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 69, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 14,452,709	$ 14,552,709
Federal funds	$ 13,332,605	$ 13,424,854
Other revisions		

This modification is made for the following reasons: To include increase in ROW Acquisition Costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 10, 1984

FEDERAL AID PROJECT NO. I-205-7(8)311

N.E. GLISAN ST.-N.E. SISKIYOU ST. SECTION
E. PORTLAND FREEWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE ROW
RIGHTS OF WAY (Sta. 323+50 to Sta. 256+00)

Rights of Way	All Required	$ 9,027,705.00
	SUBTOTAL	9,027,705.00
	Acquisition Expense	600,000.00
	TOTAL	$ 9,627,705.00

CONSULTANTS
MULTNOMAH CO. PUBLIC WORKS

Zimmer, Gunsel & Frasca	(Phase I)	All Required	$ 141,853.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	(2,003.00)
Zimmer, Gunsel & Frasca	Supp. #4	All Required	15,000.00
		SUBTOTAL	$ 154,850.00
Zimmer, Gunsel & Frasca	(Phase II)	All Required	$ 366,467.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	7,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	49,898.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	10,000.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	169,000.00
		SUBTOTAL	$ 602,365.00
		TOTAL	$ 757,215.00

CONSULTANTS
MULTNOMAH CO. JUSTICE CENTER

Zimmer, Gunsel & Frasca		All Required	$ 2,360,000.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	2,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	425.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	8,660.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	44,913.00
Zimmer, Gunsel & Frasca	Supp. #6	All Required	11,560.00
Zimmer, Gunsel & Frasca	Supp. #7	All Required	6,495.00
Zimmer, Gunsel & Frasca	Supp. #8	All Required	12,500.00

Zimmer, Gunsel & Frasca	Supp. #9	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #10	All Required	10,461.00
Zimmer, Gunsel & Frasca	Supp. #11	All Required	3,350.00
Zimmer, Gunsel & Frasca	Supp. #12	All Required	1,650.00
Zimmer, Gunsel & Frasca	Supp. #13	All Required	14,913.00
		SUBTOTAL	$ 2,490,127.00
N. W. Turner Inc.		All Required	180,000.00
		SUBTOTAL	$ 180,000.00
		TOTAL	$ 3,427,342.00

RELOCATION ASSISTANCE *

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	SUBTOTAL	$ 222,500.00
	Incidental Cost	29,300.00
	TOTAL	$ 251,800.00

TYPE CODE Y004
BUILDING DEMOLITION (Sta. 323+50 to Sta. 256+00)

Northwest Housemovers Inc.	(File 41171)	All Required	$ 303.00
Colhouer Construction Co. (Demolition on 11 files)		All Required	332.00
R.A.V. Wrecking Co.	(File 42856)	All Required	342.40
R.A.V. Wrecking Co.	(File 41179)	All Required	301.35
Heard Construction Co. (Demolition on 4 files)		All Required	722.45
Heard Construction Co. (Demolition on 2 files)		All Required	152.42
R.A.V. Wrecking Co.	(File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)		All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)		All Required	1,038.00
R.A.V. Wrecking Co. (Demolition on 5 files)		All Required	1,698.82
Heard Construction Co. (Demolition on 7 files)		All Required	2,141.00
Heard Construction Co. (Demolition on 4 files)		All Required	1,744.20
Heard Construction Co. (Demolition on 2 files)		All Required	877.30
Western Wrecking Co. (Demolition on 3 files)		All Required	695.00
Western Wrecking Co. (Demolition on F-46246)		All Required	300.00

Heard Construction Co. (Demolition on 2 files)	All Required	691.92
Heard Construction Co. (Rough Grading on 11 files)	All Required	1,280.00
Western Wrecking Co. (Demolition on 5 files)	All Required	2,475.00
Heard Construction Co. (Demolition on 3 files)	All Required	1,368.00
Heard Construction Co. (Demolition on F-46880)	All Required	373.00
Calhouer Construction Co. (Demolition on F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition on 3 files)	All Required	996.76
Heard Construction Co. (Demolition on 2 files)	All Required	665.00
Wells & Sons (Demolition on 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required	433.00
Heard Construction Co. (Demolition on F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required	810.00
Holton Trucking Co. (Demolition on F-47679)	All Required	950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required	100.00
Heard Construction Co. (Demolition on 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project ------------------- 1.278 Miles

TYPE CODE Y004
COUNTY SHOPS REPLACEMENT (PHASE I)(CONTRACT 9087)

Mobilization		44%	All Required	$ 49,500.00
Temporary Protection and Direction of Traffic		44%	All Required	3,212.00
Temporary Signs	Sq. Yd.	38	4.00	152.00
Flagmen	Hour	1,055	18.00	18,990.00
Type 1 Excavation	Cu. Yd.	106,000	2.25	238,500.00
Type 2 Excavation Building Site	Cu. Yd.	31,000	1.10	34,100.00
Type 4 Backfill Roads on Site	Cu. Yd.	5,600	2.50	14,000.00

Type 5 Backfill	Cu. Yd.	1,700	3.35	5,695.00
Type 6 Backfill	Cu. Yd.	1,400	3.35	4,690.00
				$ 368,839.00

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 30,000.00
On-the-job Trainees (1 @ $800)	All Required	800.00
		$ 30,800.00
	SUBTOTAL	$ 399,639.00
	Engineering	53,511.00
	TOTAL	$ 453,150.00

Length of Project ----------------- 0.00 mile

SUMMARY OF FUNDS (92.25%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Right of Way	$ 9,627,705	$ 8,881,557	$ 746,148
Consultants (Public Works)	757,215	698,530	58,685
Consultants (Justice Center)	3,427,342	3,161,722	265,620
Displaced Person (Prior)	1,100	1,000	100
Displaced Person ('68 Act)	250,700	231,270	19,430
Building Demolition	35,497	32,745	2,752
Shop Building (Phase I)	453,150	418,030	35,120
TOTAL	$14,552,709	$13,424,854	$1,127,855

Prefix: 626-1055
Prefix: 626-1056
Prefix: 626-2536
Prefix: 626-2565 - Multnomah County Maintenance & Op. Facility
Prefix: 626-2566 - Multnomah County - Portland Justice Center

Contract No. 9087

* RELOCATION ASSISTANCE

8 Families Prior to '68 Act	$ 1,000.00
100 Families Under Prov. of '68 Act Moving Cost	118,300.00
Replacement Housing	73,100.00
18 Business Moving Cost	29,300.00
Incidental Cost	
	$ 251,800.00

PUBLIC WORK FACILITY, PHASE I
COUNTY SHOP REPLACEMENT

(Non-Participating - State Work)
County Responsibility

Mobilization		56%	All Required	$ 63,000.00
Temporary Protection and Direction of Traffic		56%	All Required	4,088.00
Temporary Signs	Sq. Ft.	50	4.00	200.00
Flagmen	Hour	1,345	18.00	24,210.00
Type 1 Excavation	Cu. Yd.	72,000	2.25	162,000.00
Type 2 Excavation Relocation Site	Cu. Yd.	66,000	1.05	69,300.00
Type 2 Embankment	Cu. Yd.	43,000	1.30	55,900.00
Type 3 Excavation	Cu. Yd.	10,000	2.75	27,500.00
Type 4 Backfill Under Building	Cu. Yd.	20,000	2.15	43,000.00
12-inch Drain Pipe	Lin. Ft.	150	15.00	2,250.00
				$ 415,448.00

Contract No. 9087
Prefix: 626-1055
Group 1: 33%; Group 2: 2%; Group 3: 8%; Group 9: 57%

RHZ:pf

91-7

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	9-53
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8 26 81

State: Oregon
County: Multnomah
Project Number: I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,144,469	$ 14,452,709
Federal funds	$ 12,125,755	$ 13,332,605
Other revisions		

This modification is made for the following reasons: to include approved supplemental consultant engineering work on the functional replacement of the Multnomah Co. Public Works facility and the Justice Center.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of August, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. files

Oregon State Highway Division
Salem, Oregon August 17, 1981

Federal Aid Project
No. I-205-7(8)311

N.E. Glisan St.-N.E. Siskiyou St. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Rights of Way (Sta. 323+50 to Sta. 256+00)

Rights of Way	All Required	$ 9,027,705.00
	SUBTOTAL	$ 9,027,705.00
	Acquisition Expense	500,000.00
	TOTAL	$ 9,527,705.00

Consultants
Multnomah Co. Public Works

Zimmer, Gunsel & Frasca	(Phase I)	All Required	$ 141,853.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	(2,003.00)
Zimmer, Gunsel & Frasca	Supp. #4	All Required	15,000.00
		SUBTOTAL	$ 154,850.00

Zimmer, Gunsel & Frasca	(Phase II)	All Required	$ 366,467.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	0.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	7,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	49,898.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	10,000.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	169,000.00
		SUBTOTAL	$ 602,365.00
		TOTAL	$ 757,215.00

Consultants
Multnomah Co. Justice Center

Zimmer, Gunsel & Frasca		All Required	$ 2,360,000.00
Zimmer, Gunsel & Frasca	Supp. #1	All Required	6,600.00
Zimmer, Gunsel & Frasca	Supp. #2	All Required	2,000.00
Zimmer, Gunsel & Frasca	Supp. #3	All Required	425.00
Zimmer, Gunsel & Frasca	Supp. #4	All Required	8,660.00
Zimmer, Gunsel & Frasca	Supp. #5	All Required	44,913.00
Zimmer, Gunsel & Frasca	Supp. #6	All Required	11,560.00
Zimmer, Gunsel & Frasca	Supp. #7	All Required	6,495.00
Zimmer, Gunsel & Frasca	Supp. #8	All Required	12,500.00
Zimmer, Gunsel & Frasca	Supp. #9	All Required	6,600.00

Zimmer, Gunsel & Frasca	Supp. #10	All Required	$ 10,461.00
Zimmer, Gunsel & Frasca	Supp. #11	All Required	3,350.00
Zimmer, Gunsel & Frasca	Supp. #12	All Required	1,650.00
Zimmer, Gunsel & Frasca	Supp. #13	All Required	14,913.00
		SUBTOTAL	$ 2,490,127.00
N.W. Turner Inc.		All Required	180,000.00
		SUBTOTAL	$ 180,000.00
		TOTAL	$ 3,427,342.00

Relocation Assistance *

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	SUBTOTAL	$ 222,500.00
	Incidental Cost	29,300.00
	TOTAL	$ 251,800.00

Type Code Y004
Building Demolition (Sta. 323+50 to Sta. 256+00)

Northwest Housemovers Inc. (File 41171)	All Required	$ 303.00
Colhouer Construction Co. (Demolition on 11 files)	All Required	332.00
R.A.V. Wrecking Co. (File 42856)	All Required	342.40
R.A.V. Wrecking Co. (File 41179)	All Required	301.35
Heard Construction Co. (Demolition on 4 files)	All Required	722.45
Heard Construction Co. (Demolition on 2 files)	All Required	152.42
R.A.V. Wrecking Co. (File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)	All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)	All Required	1,038.00
R.A.V. Wrecking Co. (Demolition on 5 files)	All Required	1,698.82
Heard Construction Co. (Demolition on 7 files)	All Required	2,141.00

Heard Construction Co. (Demolition on 4 files)	All Required	$	1,744.20
Heard Construction Co. (Demolition on 2 files)	All Required		877.30
Western Wrecking Co. (Demolition on 3 files)	All Required		695.00
Western Wrecking Co. (Demolition on F-46246)	All Required		300.00
Heard Construction Co. (Demolition on 2 files)	All Required		691.92
Heard Construction Co. (Rough Grading on 11 files)	All Required		1,280.00
Western Wrecking Co. (Demolition on 5 files)	All Required		2,475.00
Heard Construction Co. (Demolition on 3 files)	All Required		1,368.00
Heard Construction Co. (Demolition on F-46880)	All Required		373.00
Calhouer Construction Co. (Demolition on F-45439)	All Required		350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required		550.00
Wells & Sons (Rough Grade 6 files)	All Required		558.00
Verlo N. Thurston (Demolition on 3 files)	All Required		996.76
Heard Construction Co. (Demolition on 2 files)	All Required		665.00
Wells & Sons (Demolition on 5 files)	All Required		1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required		433.00
Heard Construction Co. (Demolition on F-46980)	All Required		2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required		810.00
Holton Trucking Co. (Demolition on F-47679)	All Required		950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required		100.00
Heard Construction Co. (Demolition on 4 files)	All Required		3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required		5,280.00
		$	35,497.00

Length of Project -------------- 1.278 Miles

Type Code Y004
County Shops Replacement (Phase I)(Contract 9087)

Mobilization	44 %	All Required	$	49,500.00
Temporary Protection and Direction of Traffic	44 %	All Required		3,212.00
Temporary Signs	38 Sq. Ft.	4.00		152.00
Flagmen	1,055 Hour	18.00		18,990.00
Type 1 Excavation	106,000 Cu. Yd.	2.25		238,500.00
Type 2 Excavation Building Site	31,000 Cu. Yd.	1.10		34,100.00
Type 4 Backfill Roads on Site	5,600 Cu. Yd.	2.50		14,000.00
Type 5 Backfill	1,700 Cu. Yd.	3.35		5,695.00
Type 6 Backfill	1,400 Cu. Yd.	3.35		4,690.00
			$	368,839.00

Anticipated Items

Temporary Erosion Control	All Required	$	30,000.00
On-the-job Trainee (1 @ $800)	All Required		800.00
		$	30,800.00
	SUBTOTAL	$	399,639.00
	Engineering		53,511.00
	TOTAL	$	453,150.00

Length of Project ----------- 0.00 Mile

SUMMARY OF FUNDS (92.25)

Description	Total Cost	Federal Funds	State Funds
Right of Way	$ 9,527,705	$ 8,789,308	$ 738,397
Consultants (Public Works)	757,215	698,530	58,685
Consultants (Justice Center)	3,427,342	3,161,722	265,620
Displaced Person (Prior)	1,100	1,000	100
Displaced Person ('68 Act)	250,700	231,270	19,430
Building Demolition	35,497	32,745	2,752
Shop Building (Phase I)	453,150	418,030	35,120
TOTAL	$14,452,709	$13,332,605	$1,120,104

Prefix No. 626-1055
Prefix No. 626-1056
Prefix No. 626-2536
Prefix No. 626-2565 - Mult. Cnty. Maint. & Op. Fac.
Prefix No. 626-2566 - Mult. Cnty. - Portland Justice Center
Contract No. 9087

* Relocation Assistance

8 Families Prior to '68 Act	$ 1,000.00
100 Families Under Prov. of '68 Act Moving Cost	30,000.00
Replacement Housing	118,300.00
18 Business Moving Cost	73,100.00
Incidental Cost	29,300.00
	$251,800.00

Public Work Facility, Phase I
County Shop Replacement
(Non-participating - State Work)
County Responsibility

Mobilization	56	%	All Required	$	63 000.00
Temporary Protection and Direction of Traffic	56	%	All Required		4,088.00
Temporary Signs	50	Sq. Ft.	4.00		200.00
Flagmen	1,345	Hour	18.00		24,210.00
Type 1 Excavation	72,000	Cu. Yd.	2.25		162,000.00
Type 2 Excavation Relocation Site	66,000	Cu. Yd.	1.05		69,300.00
Type 2 Embankment	43,000	Cu. Yd.	1.30		55,900.00
Type 3 Excavation	10,000	Cu. Yd.	2.75		27,500.00
Type 4 Backfill Under Building	20,000	Cu. Yd.	2.15		43,000.00
12-inch Drain Pipe	150	Lin. Ft.	15.00		2,250.00
				$	451,448.00

Contract No.	9087
Prefix	626-1055
Group 1	33%
Group 2	02%
Group 3	08%
Group 9	57%

1687

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
No trans. processed

PROJECT REPORT NUMBER

MODIFICATION NUMBER

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

80

ate
Oregon

County
Multnomah

Project Number
I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 19 69, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$13,144,169.00	$ 13,144,169.00
Federal funds	$13,144,169.00	$ 13,144,169.00
Other revisions		

This modification is made for the following reasons: To reflect separation of consultant costs which were included in ROW costs of previous Agreement on April 15, 1980. No change in Agreement amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of September, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon September 15, 1980

Federal Aid Project
No. I-205-7(8)311

N.E. Glisan St.-N.E. Siskiyou St. Section
E. Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Rights of Way (Sta. 323+50 to Sta. 256+00)

Rights of Way	All Required	$ 9,027,705.00
	SUBTOTAL	$ 9,027,705.00
	Acquisition Exspense	500,000.00
	TOTAL	$ 9,527,705.00

Consultants
Multnomah Co. Public Works

Zimmer, Gunsel & Frasca	(Phase I)		$ 141,853.00
" " "	Supplement #1	All Required	0.00
" " "	Supplement #2	All Required	0.00
" " "	Supplement #3	(Minus)	2,003.00
" " "	Supplement #4	All Required	0.00
			$ 139,850.00

Zimmer, Gunsel & Frasca	(Phase II)	All Required	$ 366,467.00
" " "	Supplement #1	All Required	0.00
" " "	Supplement #2	All Required	0.00
" " "	Supplement #3	All Required	10,000.00
			$ 376,467.00

Consultants
Multnomah Co. Justice Center

Zimmer, Gunsel & Frasca	All Required	$ 2,360,000.00
		$ 2,360,000.00

Relocation Assistance*

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	$ 221,400.00
	SUBTOTAL	$ 222,500.00
	Incidental Cost	29,300.00
	TOTAL	$ 251,800.00

Type Code Y004
Building Demolition (Sta. 323+50 to Sta. 256+00)

Northwest Housemovers Inc. (File 41171)	All Required	$ 303.00
Colhouer Construction Co. (Demolition on 11 files)	All Required	332.00
R.A.V. Wrecking Co. (File 42856)	All Required	342.40
R.A.V. Wrecking Co. (File 41179)	All Required	301.35
Heard Construction Co. (Demolition on 4 files)	All Required	722.45
Heard Construction Co. (Demolition on 2 files)	All Required	152.42
R.A.V. Wrecking Co. (File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)	All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)	All Required	1,038.00
R.A.V. Wrecking Co. (Demolition on 5 files)	All Required	1,698.82
Heard Construction Co. (Demolition on 7 files)	All Required	2,141.00
Heard Construction Co. (Demolition on 4 files)	All Required	1,744.20
Heard Construction Co. (Demolition on 2 files)	All Required	877.30
Western Wrecking Co. (Demoliton on 3 files)	All Required	695.00
Western Wrecking Co. (Demoliton on F-46246)	All Required	300.00
Heard Construction Co. (Demolition on 2 files)	All Required	691.92
Heard Construction Co. (Rough Grading on 11 files)	All Required	1,280.00
Western Wrecking Co. (Demoliton on 5 files)	All Required	2,475.00
Heard Construction Co. (Demolition on 3 files)	All Required	1,368.00
Heard Construction Co. (Demolition on F-46880)	All Required	373.00
Calhouer Construction Co. (Demolition on F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition on 3 files)	All Required	996.76
Heard Construction Co. (Demolition on 2 files)	All Required	665.00

Wells & Sons (Demolition on 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required	433.00
Heard Construction Co. (Demolition on F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required	810.00
Holton Trucking Co. (Demolition on F-47679)	All Required	950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required	100.00
Heard Construction Co. (Demolition on 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project -------------------- 1.278 Miles

Type Code Y004
County Shops Replacement (Phase I) (Contract 9087)

Mobilization			All Required (44%)	$ 49,500.00
Temporary Protection and Direction of Traffic			All Required (44%)	3,212.00
Temporary Signs	38	Sq. Ft.	$ 4.00	152.00
Flagmen	1,055	Hour	18.00	18,990.00
Type 1 Excavation	106,000	Cu. Yd.	2.25	238,500.00
Type 2 Excavation Building Site	31,000	Cu. Yd.	1.10	34,100.00
Type 4 Backfill Roads on Site	5,600	Cu. Yd.	2.50	14,000.00
Type 5 Backfill	1,700	Cu. Yd.	3.35	5,695.00
Type 6 Backfill	1,400	Cu. Yd.	3.35	4,690.00
				$ 368,839.00

Anticipated Items

Temporary Erosion Control	All Required	$ 30,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
		$ 30,800.00
	SUBTOTAL	399,639.00
	Engineering	53,511.00
	TOTAL	$ 453,150.00

Length of Project ----------------- 0.00 Mile

Work Retained in Program Status
(Not included in amounts below)

Odor Control	All Required	$ 15,000.00
Dispose of Hazardous Material	All Required	15,000.00
Dewatering Building Site	All Required	50,000.00
Move and Install Gates	All Required	2,500.00

SUMMARY OF FUNDS (92.25)

Description	Total Cost	Federal Funds	State Funds
Right of Way	$ 9,527,705	$ 8,789,308	$ 738,397
Consultants	2,876,317	2,653,402	222,915
Displaced Person (Prior)	1,100	1,000	100
Displaced Person ('68 Act)	250,700	231,270	19,430
Building Demolition	35,497	32,745	2,752
Shop Building (Phase I)	453,150	418,030	35,120
TOTAL	$13,144,469	$12,125,755	$1,018,714

Prefix No. 626-1055
Prefix No. 626-1056
Prefix No. 626-2536
Prefix No. 626-2565 - Mult. Cnty. Maint. & Op. Fac.
Prefix No. 626-2566 - Mult. Cnty. - Portland Justice Center
Contract No. 9087

*Relocation Assistance

8	Families Prior to '68 Act	$ 1,100.00
100	Families Under Prov. of '68 Act Moving Cost	30,000.00
	Replacement Housing	118,300.00
18	Business Moving Cost	73,100.00
	Incidental Cost	29,300.00
		$251,800.00

Public Work Facility, Phase I
County Shop Replacement
(Non-participating - State Work)
County Responsibility

Mobilization			All Required (56%)	$ 63,000.00
Temporary Protection and Direction of Traffic			All Required (56%)	4,088.00
Temporary Signs	50	Sq. Ft.	$ 4.00	200.00
Flagmen	1,345	Hour	18.00	24,210.00
Type 1 Excavation	72,000	Cu. Yd.	2.25	162,000.00
Type 2 Excavation Relocation Site	66,000	Cu. Yd.	1.05	69,300.00
Type 2 Embankment	43,000	Cu. Yd.	1.30	55,900.00
Type 3 Excavation	10,000	Cu. Yd.	2.75	27,500.00
Type 4 Backfill Under Building	20,000	Cu. Yd.	2.15	43,000.00
12-inch Drain Pipe	150	Lin. Ft.	15.00	2,250.00
				$ 451,448.00

Contract No.	9087
Prefix	626-1055
Group 1	33%
Group 2	02%
Group 3	08%
Group 9	57%

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	4-21
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	~~8~~ 9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

- 2-10

tate: Oregon

County: Multnomah

Project Number: I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 9, 1969, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,560,000.00	$ 13,144,469.00
Federal funds	$ 14,353,000.00	$ 12,125,755.00
Other revisions		

This modification is made for the following reasons:
To include contract for phase one of Multnomah County's Public Works facility and to release funds for use on other phases of replacement of Rocky Butte Jail and the Public Works facility being accomplished under Projects I-205 7(75)312 and I 205-7(76)312.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

See File

Oregon State Highway Division
Salem, Oregon, April 15, 1980

Federal Aid Project
No. I-205-7(8)311

Public Works Facility, Phase 1
N.E. Glisan St.-N.E. Siskiyou St. Section
E. Portland Freeway
Multnomah County

Revised Project Agreement Estimate

Type Code R.O.W.
Rights of Way (Sta. 323+50 to Sta. 256+00)

Rights of Way	All Required	$11,904,022.00
	Subtotal	$11,904,022.00
	Acquisition Expense	500,000.00
	Total	$12,404,022.00

Relocation Assistance*

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	Subtotal	$ 222,500.00
	Incidental Cost	29,300.00
	Total	$ 251,800.00

Type Code Y004
Building Demolition (Sta. 323+50 to Sta. 256+00)

Northwest Housemovers Inc. (File 41171)	All Required	$ 303.00
Colhouer Construction Co. (Demolition on 11 files)	All Required	332.00
R.A.V. Wrecking Co. (File 42856)	All Required	342.40
R.A.V. Wrecking Co. (File 41179	All Required	301.35
Heard Construction Co. (Demolition on 4 files)	All Required	722.45
Heard Construction Co. (Demolition on 2 files)	All Required	152.42
R.A.V. Wrecking Co. (File 41177)	All Required	265.26
Heard Construction Co. (Demolition on 2 files)	All Required	1,197.12
Heard Construction Co. (Demolition on 2 files)	All Required	1,038.00

R.A.V. Wrecking Co. (Demolition on 5 files)	All Required	$ 1,698.82
Heard Construction Co. (Demolition on 7 files)	All Required	2,141.00
Heard Construction Co. (Demolition on 4 files)	All Required	1,744.20
Heard Construction Co. (Demolition on 2 files)	All Required	877.30
Western Wrecking Co. (Demolition on 3 files)	All Required	695.00
Western Wrecking Co. (Demolition on F-46246)	All Required	300.00
Heard Construction Co. (Demolition on 2 files)	All Required	691.92
Heard Construction Co. (Rough Grading on 11 files)	All Required	1,280.00
Western Wrecking Co. (Demolition on 5 files)	All Required	2,475.00
Heard Construction Co. (Demolition on 3 files)	All Required	1,368.00
Heard Construction Co. (Demolition on F-46880)	All Required	373.00
Calhouer Construction Co. (Demolition on F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition on 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition on 3 files)	All Required	996.76
Heard Construction Co. (Demolition on 2 files)	All Required	665.00
Wells & Sons (Demolition on 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition on 2 files)	All Required	433.00
Heard Construction Co. (Demolition on F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition on 8 files)	All Required	810.00
Holton Trucking Co. (Demolition on F-47679)	All Required	950.00
Calhouer Construction Co. (Demolition on F-47227)	All Required	100.00
Heard Construction Co. (Demolition on 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition on F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project . . . . 1.278 Miles

Type Code Y004
County Shops Replacement (Phase 1)

Mobilization	All Required (44%)		$ 49,500.00
Temporary Protection and Direction of Traffic	All Required (44%)		3,212.00
Temporary Signs	38 Sq.Ft.	$ 4.00	152.00
Flagmen	1,055 Hour	18.00	18,990.00
Type 1 Excavation	106,000 Cu.Yd.	2.25	238,500.00
Type 2 Excavation Building Site	31,000 Cu.Yd.	1.10	34,100.00
Type 4 Backfill Roads on Site	5,600 Cu.Yd.	2.50	14,000.00
Type 5 Backfill	1,700 Cu.Yd.	3.35	5,695.00
Type 6 Backfill	1,400 Cu.Yd.	3.35	4,690.00
			$ 368,839.00

Anticipated Items

Temporary Erosion Control	All Required	$ 30,000.00
On-the-Job Trainee (1@ $800)	All Required	800.00
		$ 30,800.00
	Subtotal	$ 399,639.00
	Engineering	53,511.00
	Total	$ 453,150.00

Length of Project . . . . 0.00 Mile

Work Retained in Program Status
(NOt included in amounts below)

Odor Control	All Required	$ 15,000.00
Dispose of Hazardous Material	All Required	15,000.00
Dewatering Building Site	All Required	50,000.00
Move and Install Gates	All Required	2,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$12,404,022.00	$11,442,710.00	$ 961,312.00
Displaced Person (Prior)	1,100.00	1,000.00	100.00
Displaced Person ('68 Act)	250,700.00	231,270.00	19,430.00
Building Demolition	35,497.00	32,745.00	2,752.00
Shop Building (Phase 1)	453,150.00	418,030.00	35,120.00
Total	$13,144,469.00	$12,125,755.00	$ 1,018,714.00

Prefix No. 626-1055
Prefix No. 626-1056
Prefix No. 626-2536
Prefix No. 626-2565
Prefix No. 626-2566

*Relocation Assistance:

8 Familes Prior to '68 Act	$ 1,100.00
100 Familes Under Prov. of '68 Act Moving Cost	30,000.00
Replacement Housing	118,300.00
18 Business Moving Cost	73,100.00
Incidental Cost	29,300.00
	$ 251,800.00

Public Work Facility, Phase 1
County Shop Replacement
(Non-participating - State Work)
County Responsibility

Mobilization	All	Required (56%)		$ 63,000.00
Temporary Protection and Direction of Traffic	All	Required (56%)		4,088.00
Temporary Signs	50	Sq.Ft.	$ 4.00	200.00
Flagmen	1,345	Hour	18.00	24,210.00
Type 1 Excavation	72,000	Cu.Yd.	2.25	162,000.00
Type 2 Excavation Relocation Site	66,000	Cu.Yd.	1.05	69,300.00
Type 2 Embankment	43,000	Cu.Yd.	1.30	55,900.00
Type 3 Excavation	10,000	Cu.Yd.	2.75	27,500.00
Type 4 Backfill Under Building	20,000	Cu.Yd.	2.15	43,000.00
12-inch Drain Pipe	150	Lin.Ft.	15.00	2,250.00
				$ 451,448.00

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-214	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 8	12-6-76	Project Number I-205-7(8)311

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 9, 19 69,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,296,519	$ 15,560,000
Federal funds	$ 3,963,500	$ 14,353,000
Other revisions		

This modification is made for the following reasons:

To include estimated additional cost for Rocky Butte Jail replacement and remaining authorized right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of December, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division

Federal-Aid Project
No. I-205-7(8)311

N.E. GLISAN ST.-N.E. SISKIYOU ST. SECTION OF THE E. PORTLAND FREEWAY IN MULTNOMAH COUNTY

Salem, Oregon, November 23, 1976

Revised Project Agreement Estimate.

Type Code R.O.W.
Rights of Way (Sta. 323+50 to Sta. 256+00)

Rights of Way	All Required	$14,772,703.00
	Subtotal	$14,772,703.00
	Acquisition Expense	500,000.00
	Total	$15,272,703.00

Relocation Assistance*

Displaced Persons (Prior to '68 Act)	All Required	$ 1,100.00
Displaced Persons (Under Prov. of '68 Act)	All Required	221,400.00
	Subtotal	$ 222,500.00
	Incidental Cost	29,300.00
	Total	$ 251,800.00

Type Code Y004
Building Demolition (Sta. 323+50 to Sta. 256+00)

Northwest Housemovers Inc. (File 41171)	All Required	$ 303.00
Colhouer Const. Co. (Demolition on 11 files)	All Required	332.00
R.A.V. Wrecking Co. (File 42856)	All Required	342.40
R.A.V. Wrecking Co. (File 41179)	All Required	301.35
Heard Const. Co. (Demolition on 4 files)	All Required	722.45
Heard Const. Co. (Demolition on 2 files)	All Required	152.42
R.A.V. Wrecking Co. (File 41177)	All Required	265.26
Heard Const. Co. (Demolition 2 files)	All Required	1,197.12
Heard Const. Co. (Demolition 2 files)	All Required	1,038.00
R.A.V. Wrecking Co. (Demolition 5 files)	All Required	1,698.82
Heard Const. Co. (Demolition 7 files)	All Required	2,141.00

Heard Const. Co. (Demolition 4 files)	All Required	$ 1,744.20
Heard Const. Co. (Demolition 2 files)	All Required	877.30
Western Wrecking Co. (Demolition 3 files)	All Required	695.00
Western Wrecking Co. (Demolition F-46246)	All Required	300.00
Heard Const. Co. (Demolition 2 files)	All Required	691.92
Heard Const. Co. (Rough Grading 11 files)	All Required	1,280.00
Western Wrecking Co. (Demolition 5 files)	All Required	2,475.00
Heard Const. Co. (Demolition 3 files)	All Required	1,368.00
Heard Const. Co. (Demolition F-46880)	All Required	373.00
Calhouer Const. Co. (Demolition F-45439)	All Required	350.00
Clackamas Clearing Corp. (Demolition 5 files)	All Required	550.00
Wells & Sons (Rough Grade 6 files)	All Required	558.00
Verlo N. Thurston (Demolition 3 files)	All Required	996.76
Heard Const. Co. (Demolition 2 files)	All Required	665.00
Wells & Sons (Demolition 5 files)	All Required	1,086.00
Shipp & Thurston (Demolition 2 files)	All Required	433.00
Heard Const. Co. (Demolition F-46980)	All Required	2,100.00
Verlo N. Thurston (Demolition 8 files)	All Required	810.00
Holton Trucking Co. (Demolition F-47679)	All Required	950.00
Calhouer Const. Co. (Demolition F-47227)	All Required	100.00
Heard Const. Co. (Demolition 4 files)	All Required	3,350.00
Halton Trucking Co. (Demolition F-45500)	All Required	5,280.00
		$ 35,497.00

Length of Project - - - 1.278 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$15,272,703.00	$14,087,985.00	$1,184,718.00
Displaced Person (Prior)	1,100.00	1,000.00	100.00
Displaced Person ('68 Act)	250,700.00	231,270.00	19,430.00
Building Demolition	35,497.00	32,745.00	2,752.00
TOTAL	$15,560,000.00	$14,353,000.00	$1,207,000.00

Prefix: 626-2536

*Relocation Assistance:

8 families prior to '68 Act	$ 1,100
100 families under prov. of '68 Act Moving Cost	30,000
Replacement Housing	118,300
18 businesses moving cost	73,100
Incidental Cost	29,300
	$ 251,800

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Projects I-205-7(75)312 & I-205-7(8)311
Functional Replacement - Multnomah County
Operations and Maintenance Facility

Date: March 22, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on a detailed review of the construction activity and a review of past decisions extracted from our files, we are now in a position to consider a revised project agreement estimate and request for additional funds. There are several items that require additional clarification before final determinations can be made on the extent of Federal participation.

Phase I was authorized under Federal-aid Project I-205-7(8)311. Our records shows that $453,150 (Federal Funds - $418,030) is currently covered by project agreement. Based on the current summary of charges, there seems to be no need for added authorization. There are, however, items that warrant further discussion:

A. There is a dispute between State and FHWA on the unit price of Bid Item 5 ($2.25 vs. $1.10) that involves approximately $100,000; however, it appears that the total cost of the building (your column 1P) exceeds the agreed-upon maximum figure to the extent that this becomes a moot issue except for the minor impact of site costs due to the interrelationship with Items 1 through 4.

B. FHWA project decisions state that we will not participate in added costs due to constructing the building below ground level or due to foundation related costs resulting from the site selection (landfill). Based on this concept, we believe additional clarification is in order regarding the assignment of costs on Bid Items 5, 6, 11 and 13; Price Agreements 3, 4 and 6; and State Force Order No. 1.

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FOR

Phase II and III were both authorized under Federal-aid Project I-205-7(75)312. Our records show that $5,888,940 is currently covered by project agreement. We have no dispute with Phase II and will require no further clarification. We understand that final cost assignments will be modified after final costs for Phase III are determined.

With the understanding that Phase III final quantities and contract changes are not yet complete, we are in general agreement with your summary of cost assignments except as noted below. Minor adjustments in your tabulations will be made as verbally agreed in past meetings and need not be further identified here. Phase III items requiring further discussion and clarification are identified as follows:

A. Bid Item 5 covers excavation from different sources and for different purposes. The berms around the building are considered part of the building. Approximately 70,000 c.y. was identified for berms. Since Federal participation is based on a ground level building on original ground, we feel that this amount of excavation is attributable to the building. Other excavation in ramp areas, etc. attributable to the below-ground building should also be identified.

B. Bid Item 6 covers Aggregate Base. A substitution of crushed asphalt (P.A. No. 61) was made with the understanding that Federal funding would not exceed that of the 18" crushed aggregate. A rough computation of quantities shows that the final quantity used under Item 6 seems close to the full 18" depth based on 5.5 acres of parking and roads. The original quantity may have been overestimated. The question of cost, then, occurs in considering P.A. No. 61 and any interrelation with Phase I work performed in roadways or payments for County-furnished materials.

C. Extra Work Order No. 14 has been identified as non-participating but could be involved in discussions regarding storm drain modifications when final quantities are computed.

D. Due to the design of the storm drain system because of below grade building construction, an analysis should be made to determine what portion is attributable to the building.

There are several items charged against the building (your column 1P) that are considered ineligible for Federal participation; however, since eligible items significantly exceed our maximum amount, there is no need to identify those items. In the unlikely event that final pro-rata figures were to significantly lower that total, we would need to review those items in detail.

Based on our review, we can now support an increase in authorization of approximately $1.7 million bringing the Phase II and III, Project I-205-7(75)312, authorization to $7,600,000, bringing the total for all phases to a level just over $8 million. Your request for increased authorization should make reference to this memorandum and have a copy of the latest tabulation sheets (prepared by Mr. R. J. Kleinschmit) attached as support data.

Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (R J Kleinschmit, R/W)

?c 87

cy: State (H S Coulter) **STATE COPY** U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

(R/W FUNCTIONAL REPLACEMENT)

REGION NO. 10	REPORT NO. 8	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-14-81	REPORT MADE BY R. W. Pillsbury, Special Programs Engr.		PROJECT NO. I-205-7(8)311
COMPLETION DATE 8-1-80	ACCEPTANCE DATE BY CONTRACT AGENCY 1-16-81	TIME ELAPSED 100 %	CONTRACT TIME 4-30-80
APPROVED EXTENSIONS 4 days	LOCATION East of SE. 190th Street between Stark and SE. Division in Portland, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MULTNOMAH COUNTY SHOPS
Phase I, Excavation

This Final Acceptance Report is only for this contract for the excavation for the shop building. There are several other contracts and work under this Federal-aid project number. This Federal-aid project is a Right-of-Way Functional Replacement project and normal Federal-aid highway construction contracting procedures do not apply.

There are no claims pending in this contract.

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STATE HWY ENGR
MAY 27 '81
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By R. W. Pillsbury Research & Technology Engineer Robert W. Pillsbury		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Special Programs Engineer	DATE 5-15-81	TITLE Field Operations Engineer	DATE 5/26/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
C.C. Meisel Co.,Inc. No. 9196	Willamina (W. Main St.) Yamhill County	January 16, 1981
Ray Wells, Inc. No. 9173	Reedsport-Clear Lake Douglas County	January 16, 1981
Columbia Excavating,Inc. No. 9087	Mult. County Maint. & Operations Facility Multnomah County	January 16, 1981
R. L. Coats No. 8904	Glenwood Dr.-S.C.L.(Bend) Deschutes County	January 27, 1981
Hamilton Const. Co. No. 9001	N & S Fork Coyote Cr. (Gillespie Corners) Bridges Lane County	January 30, 1981
Oregon Asphaltic Paving Co. No. 8819	SE Duke St.-SE Clatsop St. Multnomah County	February 4, 1981
L. W. Hembree Co. No. 9123	Tualatin Valley Hwy. @ Shute Center Washington County	February 5, 1981
Aubrey Mountain Construction Co. No. 9127	U.S. Feed Canal (Echo) Br. Umatilla County	February 5, 1981
Hensel Phelps Const. Co. No. 8818	Columbia Blvd. (UPRR U'Xings) Multnomah County	February 6, 1981

February 6, 1981

CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9087

January 30, 1981

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#9087

Gentlemen:

Contract No. 9087 awarded to Columbia Excavating, Inc., for the Multnomah County Operations and Maintenance Facility was completed on September 30, 1980, and accepted by the State Highway Division on January 16, 1981.

The total contract amount is $880,250.69, including $79,299.82 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Columbia Excavating, Inc.
10002 S.W. Herman Road
Tualatin, OR 97062

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Church
Contract Payments Coordinator

DATE: January 23, 1981

FROM: J B Boyd
J. B. Boyd
Right of Way Manager

SUBJECT: Percentages
Contract 9106
Prefix 626-1058
Phase II
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Please change the percentages in accordance with the attached Progress Estimate and Cost Report. These percentages are being changed to agree with those shown on Contract 9188. The total participation in Item 1P (Participating costs in the building) on Contract 9087, 9106 and 9188, is limited to $6,654,997.75. This figure may have to be adjusted in our final analysis.

JBB:jh
Attach.

cc: E. S. Hunter
Ed Hardt
Bob Shotwell
Vern Skoog
Tuck Wilson

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NOTED
E. S. HUNTER

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STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Bob Gormsen
Manager, Commission Services

DATE: January 16, 1981

FROM: C. T. Keasey
Assistant State Highway Engineer

C T Keasey

NOTED
H.S. COULTER

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of January 16, 1981.

Contract	9087	On Site Work Substantially Completed	August 1, 1980
All Work Completed	September 30, 1980		
Project	Multnomah County Maint. & Operations Facility		
Highway	E. Portland Freeway		
County	Multnomah		
Type of Work	Excavation		
Contractor	Columbia Excavating, Inc.		

RDC:mk

cc: H. S. Coulter
J. B. Boyd
R. D. Church

REFER TO

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1981

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services Administration
Room 809 Multnomah County
Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Phase I, II & III
Vance Pit Project
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

Dear Tuck:

In response to the memorandum written to you by Mr. Tom Guiney, I have attempted to assist the County in changes that he has requested. I would prefer in the case of the first contract, because of the minor differences, to leave those percentages until we have completely resolved our calculations.

On Contract 9106 I will abide by the request of Mr. Guiney, and change the percentages on the precast work to 81%, State; and 19%, County.

On Contract 9188 I will advise the payment section to cease any payments on building work upon the attainment of the maximum participating amount.

I hope that these changes will assist the County in their present problem. I am also reflecting these changes in the agreement attachment Exhibit "A" although the percentages on the third contract 9188 will remain the same even though participation has stopped and shifted to 3N in dollars when the maximum participation has been attained.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh

cc: E. S. Hunter
Ed Hardt
Bob Shotwell
Bob Church
Vern Skoog

H
NOTED
E. S. HUNTER

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TECHNICAL SERVICES
JAN 26 '81
REFER TO

Form 734 3122

ROW 12

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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1980

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Participation Notification
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Dear Tuck:

The items which remain unresolved at this time at the Maintenance and Operations Facilitiy are listed as follows with the resolution presently contemplated:

1. Generator: State and Federal Highway Administration will participate in the emergency generator to be furnished for the Facility in the amount of $30,000. The two existing generators at the Public Works will be credited to the project.

2. Paving Credit: A credit of $136,050 has been calculated for the cost of paving the Facility at some time in the future. You will be credited on the project with $136,050 for this purpose.

3. Corporate Yard: We had originally agreed in the first agreements to provide 6.3 acres of roadways, parking areas, etc. Participation shall be limited to that space. We agree that approximately 0.8 of an acre is to be included in the corporate yard as participating. We propose a credit in the amount of $37,500 to cover future work anticipated by Multnomah County. This is in conflict with your request in the amount of approximately $100,000.

4. County Furnished Materials - Phase I Contract: The request was received from Multnomah County in the amount of $63,140.90 for materials furnished by the County and utilized on the project. Some of these materials were the responsibility of the contractor. The remainder cost of these materials will be credited by the project to Multnomah County. This item is a revision to my letter of September 9, to Mr. Tom Guiney.

5. Crushing Costs: Foundation rock was crushed in the spring and a bill received from Mr. Tom Guiney in the amount of $76,000. We

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Info | Inv | R/D | D.R | Sign | Act | File

Form 734-3122

have not been able to justify participation in these County incurred costs. We will continue to determine if there is any justification for them, and will notify you at some later date.

6. Escalation: Attached are two sheets from Engineering News Record--one dated June 19, 1980, indicating a national building cost index of 268 for June 1979, and one dated September 1980, indicating a building cost index of 293 for September 1980. This is a difference of 25 points indicating a difference of .0933 from June 1979 to September 1980. The final calculation for the participation in the building will be made from this figure or 135,278 x 45.39 x 1.0933 = $6,713,155.

Hopefully, these are the only remaining items outstanding, except for the Accounting procedures, for which I have given you a tentative agreement. We should shortly be able to finalize the costs on the Phase I of the Public Works Facility.

Very truly yours,

Bruce

. B. Boyd
Right of Way Manager

JBB:jh
enc.

cc: E. S. Hunter w/attach.
Ed Hardt w/attach.
Bob Shotwell w/attach.
Walt Hart w/attach.
V. E. Skoog w/attach.
G. L. Green w/attach.
Tom Guiney

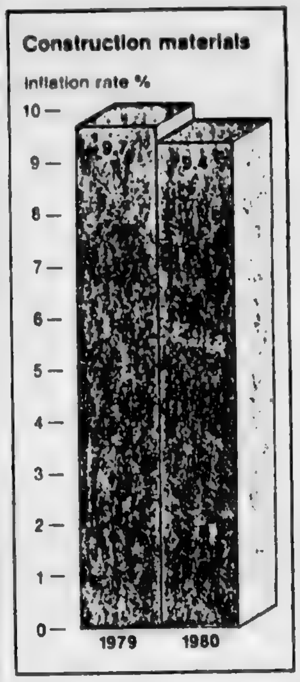
merce Department's construction cost index fell 0.7% from February to April while the American Appraisal 30-city industrial index dropped 0.4% in the same period. Increased competition among subcontractors showed up in Lee Saylor's subcontract index, which slowed considerably from its pace in 1979. After a tremendous 16.8% increase in 1979, an average of 4.2% a quarter, the index posted only a 1.6% gain in the first quarter of 1980.

"We don't think 1980's price hikes will outpace last years," says George Laken, chief estimator, Dinwiddie Construction Co., San Francisco. One factor helping curb inflation is improved labor productivity, he claims. When so many tradesmen are out of work, productivity improves, he says, adding that "the men work better because they want to keep their jobs." Laken expects contract settlements of about 12% (see p. 109) this summer, but thinks their production will offset any raise they get.

"It's because we're getting better men," says Laken. Last year, he explains, they were unable to hire journeymen carpenters, only apprentices. "It's terrible when you have to put up a building with apprentices," he laments, "but right now we're beating the estimates with the labor we have."

Interest fever breaks. Contractors strapped for money in the first quarter saw the cost of working capital fall within their grasp by June as the cost of money nose-dived. When the quarter began the prime rate was lodged at a record 20% before plunging to 12.5% by last week. The breadth of the current business downturn has many economists predicting the prime will fall to at least 12% by the end of the summer. John R. Torell III, vice chairman, Manufacturers Hanover, expects it to hit 10 to 11% by the end of the year. And in 1981, Torell expects to see mortgage rates drop to about 10 to 11% by year-end. Many contractors surveyed by ENR believe that housing won't become active again until mortgages reach this level.

Recession will ease price increases in 1980



Product	77-78 (Avg.)	1979	1980	1981	1982
Construction materials	9.6	9.7	9.4	10.2	11.0
Concrete products	10.6	12.6	14.3	9.1	9.3
Asphalt roofing	12.8	12.3	23.3	14.0	10.1
Steel mill products	9.7	10.2	10.6	11.5	12.1
Structural metal products	7.5	9.6	11.0	9.2	10.0
Aluminum sheet*	17.1	17.8	9.3	15.0	11.5
Copper wirebar**	3.3	36.5	1.0	23.2	13.1
Bolts, nuts, screws & rivets	4.5	9.5	9.2	7.5	9.3
Valves & fittings	7.2	10.7	13.6	10.6	10.7
Construction machinery	8.9	9.8	12.1	11.0	9.7
Gas compressors	6.1	10.2	10.3	11.8	10.3
Average hourly earnings					
Construction	5.8	7.0	8.3	7.5	10.0
Trucking***	9.4	9.5	9.1	10.3	11.4
Energy commodities					
Crude petroleum	9.5	45.9	62.7	54.6	22.0
Refined petroleum products	6.0	63.3	52.3	27.7	19.6
Gas fuels	5.2	47.3	30.2	19.2	17.7
Coal	10.9	2.9	8.4	13.7	13.5
Electric power	5.2	13.2	22.3	15.6	14.4

Source: Data Resources, Inc., Lexington, Mass.

Note escalation rates are fourth quarter over fourth quarter
*heat treatable ** domestic origin *** includes trucking terminals

But falling rates won't have to stimulate demand very much to bring back 1978-style price hikes. Even cement and steel mills, awash in inventories, are warning of further price hikes to offset higher wage and energy costs.

While some welcome the drop in rates, others fear it. "I feel we are going back to the easy money market too quickly," says Jerry Oddone, manager, construction services, Lee Saylor, Inc. "We haven't seen the downturn in material prices that we would like to. The whole inflation cycle could go right back up in the next six months. I have a feeling that we really haven't accomplished anything, except now there's a severe housing shortage. ☐

Builders' construction cost indexes

Name, area & type	1976 AV	1977 AV	1978 AV	1979 AV	1979 June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1980 Jan.	Feb.	Mar.	Apr.	May	June	%chg.* 79-80
GENERAL PURPOSE COST INDEXES																		
ENR 20-cities Construction cost	223	240	258	280	278	284	286	290	291	292	292	292	292	294	293	292	298	+7 2
ENR 20-cities Building cost	211	229	248	269	268	270	274	280	281	281	283	281	281	284	283	280	284	+6 0
U S Commerce Department	198	213	241	274	273	275	279	281	285	286	285	288	290	289	286	—	—	+7 9
WPRS, Denver, bldgs.	206	223	241	266	—	272	—	—	277	—	—	282	—	—	283	—	—	+8 8
Dodge bldg. cost	na	na	299	333	—	-	—	344	—	—	—	—	—	354	—	—	—	+9 9
Factory Mutual indus bldg.	212	226	246	268	—	274	—	—	—	—	—	290	—	—	—	—	—	+8 9
Lee Saylor Inc.: labor/material	221	242	263	285	272	276	278	281	284	285	285	287	289	291	292	—	—	+9 0
Means: const. cost	198	209	224	242	—	246	—	—	253	—	—	258	—	—	261	—	—	+11 1
CONTRACTOR PRICE INDEXES—BUILDING																		
Austin: central & eastern U.S., indus.	198	208	228	255	252	—	—	259	—	—	266	—	—	276	—	—	—	+13 6
Fruin-Colnon St. Louis, industrial	236	214	258	285	285	287	288	289	290	292	294	296	298	298	298	308	—	+8 4
Geo A Fuller	219	214	262	na	-	295	-	-	na	-	-	na	—	—	na	—	—	na
Lee Saylor Inc subcontractor	182	200	241	282	264	271	274	277	279	280	282	284	285	286	287	—	—	+11 2
Turner general	202	209	222	246	—	248	—	-	255	-	-	263	—	—	270	—	—	+11 6
Smith, Hinchman & Grylls general**	199	213	229	246	245	248	250	252	253	254	256	257	258	259	259	-	—	+8 8
H F Campbell† 17-cities, mfg	205	216	233	256	256	256	259	259	266	266	268	273	273	273	278	278	—	+10 8
VALUATION INDEXES																		
American Appraisal 30-cities, indus	206	220	239	259	259	262	264	265	269	268	267	267	268	267	266	—	—	+5 6
Boeckh index 20-cities, comm'l & mfg†	205	221	238	259		263	—	265	—	269	-	272	-	274	—	277	—	+7 4
Marshall & Swift industrial	196	209	231	257	258	260	263	265	268	270	272	274	275	276	279	280	281	+8 9
SPECIAL PURPOSE INDEXES																		
Nelson Refinery Cost "inflation" index	215	223	244	264	262	267	268	269	271	273	274	276	—	—	-	—	—	+8 7
Chemical Engineering plant cost	175	186	201	217	216	219	219	222	224	225	226	228	233	231	234	—	—	+9 9
Port Authority of N.Y. & N.J., hangar cost	204	217	233	256	254	[illegible]	268	269	269	269	269	274	274	274	279	—	—	+14 8

Base 1967 = 100

**Smith Hinchman & Grylls is an A-E firm Water and Power Resource Services (formerly BuRec) †Adjusted for productivity Prepared by Boeckh Publications, div of American Appraisal Assoc Inc p-preliminary • na-not available *For latest 12 mo period recorded their profit margin. The result: 1980 will probably be a harder year on profits for many firms.

"Materials costs are going up at a much slower pace," says S. Peter Volpe, president, Volpe Construction Co., Inc., Malden, Mass. "But competition is keener," he adds, "I think our profits have been going down because competition for the same jobs has gone up. There's a lot of work for general contractors on the shelves," he thinks, "but unless it comes out in bunches, conditions will stay the same."

Other opinions. The continued moderation of cost increases for construction is reflected in several of the 19 indexes tracked by ENR (see table below). More than half of the indexes registered a decline in their annual inflation rates since June, and a number of forecasts by firms following construction costs indicate that the recession will continue to restrain cost increases for the rest of the year.

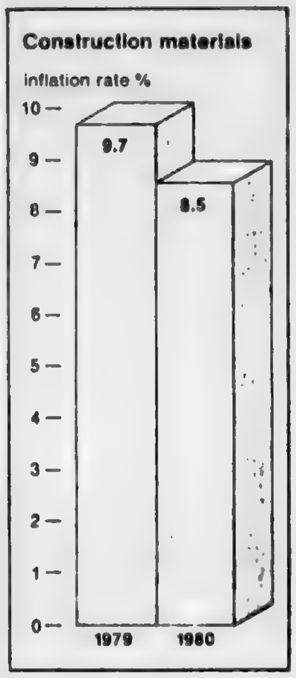
Lee Saylor's subcontractor cost index for in-place materials, for example, shows costs edging up only 2.7% for the first six months of 1980, and the firm suggests that a real decline in subcontractor costs could be in store for the third and fourth quarters of this year. Such a decline occurred in the darkest months of the 1975 recession and, with most general contractors reporting better subcontract bids, cost reductions might be realized in the coming months.

Turner Construction Co. expects construction costs to increase only 2.2% in the third quarter, which, when extrapolated to an annual rate, makes the quarter the first in nearly two years to break the double-digit inflationary spiral. According to Walter B. Shaw, Turner chairman, "The major contributing factor to this decreased rate of cost escalation is dampening in the pricing spiral for certain key building materials produced by the general downturn in the national economy." But he notes that a sustained high level of commercial building activity in most major cities and a significant upturn in wage-rate increases is offsetting the apparent stabilization of materials prices in recent months.

R.S. Mean's analysis of construction materials costs show framing lumber costs off 10% since last July, while plyform costs slipped nearly 8% from a year ago. In addition, the rate of cost increases has slowed down by several percentage points for finishes and metals, the firm says.

The escalation rate for construction materials will drop to 8.5% by December 1980, according to a forecast by Data Resources, Inc., Lexington, Mass. The firm predicts that in 1981 escalation will begin to pick up and by 1982 it will be back in full swing, rising at an annual rate of 11.3%. □

Inflation continues to slowdown



Product	77-78 (Avg.)	1979	1980	1981	1982
Construction materials	9.6	9.7	8.5	9.4	11.3
Concrete products	10.6	12.5	13.5	7.7	11.4
Asphalt roofing	12.8	11.7	23.6	12.5	8.2
Steel mill products	9.7	10.2	8.4	13.0	12.9
Structural metal products	7.5	9.4	7.4	9.4	10.1
Aluminum sheet*	17.1	17.8	6.0	11.4	11.9
Copper wirebar**	−0.1	45.8	−7.2	17.8	14.9
Bolts, nuts, screws & rivets	4.6	9.7	6.3	8.2	8.0
Valves & fittings	7.1	10.5	15.2	11.0	10.4
Construction machinery	8.8	9.5	12.6	11.1	9.2
Gas compressors	6.1	9.8	14.0	11.2	10.4
Average hourly earnings					
Construction	5.8	7.0	7.7	6.1	9.6
Trucking***	9.2	9.9	9.4	9.4	10.4
Energy commodities					
Crude petroleum	9.5	45.9	51.1	47.3	16.0
Refined petroleum products	6.0	63.4	42.7	23.9	17.9
Gas fuels	5.2	46.7	26.7	21.1	18.9
Coal	10.9	3.0	6.8	13.9	13.6
Electric power	5.2	13.1	20.7	19.2	14.3

Source: Data Resources, Inc., Lexington, Mass.

Note. escalation rates are fourth quarter over fourth quarter
*heat treatable ** domestic origin *** includes trucking terminals

Builders' construction cost indexes

Name, area & type	1976 AV.	1977 AV	1978 AV	1979 AV.	1979 Sept.	Oct.	Nov.	Dec.	1980 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	%chg.* 79-80
GENERAL PURPOSE COST INDEXES																		
ENR 20-cities: Construction cost	223	240	258	280	290	291	292	292	292	292	294	293	292	298	304	308	311	+7 2
ENR 20-cities: Building cost	211	229	248	269	260	281	281	283	281	281	284	283	280	284	289	292	293	+4 6
U.S. Commerce Department	198	213	241	274	281	285	286	285	288	290	289	286	298	302	304	—	—	+10 5
WPRS. Denver, bldgs.	206	223	241	266	—	277	—	—	282	—	—	283	—	—	291	—	—	+7 0
Dodge bldg. cost	na	na	299	333	344	—	—	—	—	—	354	—	—	—	—	—	na	+9 9
Factory Mutual indus. bldg.	212	226	246	268	—	—	—	—	290	—	—	—	—	—	299	—	—	+9 1
Lee Saylor Inc.: labor/material	221	242	263	285	281	284	285	285	287	289	291	292	296	299	303	306	—	+10 3
Means: const. cost	198	209	224	242	—	253	—	—	258	—	—	261	—	—	267	—	—	+8 5
CONTRACTOR PRICE INDEXES—BUILDING																		
Austin: central & eastern U.S., indus.	198	208	228	255	259	—	—	266	—	—	276	—	—	287	—	—	—	+13 9
Fruin-Colnon: St. Louis, industrial	236	234	258	285	289	290	292	294	296	298	298	298	308	309	310	311	—	+10 0
Geo. A. Fuller	219	234	262	292	—	303	—	—	309	—	—	319	—	—	331	—	—	+12 2
Lee Saylor Inc.: subcontractor	182	209	241	282	277	279	280	282	284	285	286	287	288	289	291	292	—	+6 8
Turner: general	202	209	222	246	—	255	—	—	263	—	—	270	—	—	276	—	—	+11 3
Smith, Hinchman & Grylls, general**	199	213	229	246	252	253	254	256	257	258	259	259	261	262	264	—	—	+6 5
H. F. Campbell: 17-cities, mfg.	205	216	233	256	259	266	266	268	273	273	273	278	279	279	286	286	—	+10 4
VALUATION INDEXES																		
American Appraisal: 30-cities, indus	206	220	239	259	265	269	268	267	267	268	267	266	267	275	na	—	—	+6 2
Boeckh Index: 20-cities, comm'l & mfgt	205	221	238	259	265	—	269	—	272	273	274	275	277	279	285	291	—	+8 4
Marshall & Swift: industrial	196	209	231	257	265	268	270	272	274	275	276	279	280	281	280	281	283	+6 8
SPECIAL PURPOSE INDEXES																		
Nelson Refinery Cost: "Inflation" index	215	223	244	264	269	271	273	274	276	277	278	279	280	—	—	—	—	+9 4
Chemical Engineering plant cost	175	186	201	217	222	224	225	226	228	233	231	234	235	236	—	—	—	+9 3
Port Authority of N.Y. & N.J., hangar cost	204	217	233	256	269	269	269	269	274	274	274	279	280	281	284	—	—	+10 5

Base 1967 = 100

**Smith Hinchman & Grylls is an A-E firm Water and Power Resource Services (formerly BuRec) †Adjusted for productivity Prepared by Boeckh Publications, div of American Appraisal Assoc., Inc p-preliminary • na-not available. *For latest 12 mo period recorded.

[illegible] 7

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 SHOPS
Multnomah County Shops
(ROW 12 dtd 10-15-80)

Date: October 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Boyd's memorandum of October 15, 1980, requests participation in the cost of roadwork performed in Phase I. He indicates the responsibility for the work is not clear and attempts to clarify it.

The Phase I contract was to excavate for the building site. As a part of this work the contractor hauled the excavated material off the site. He was directed to place his haul roads where the final roads would be as the County desired him to consolidate the underlying garbage so the result would be a firmer roadbed.

Our opinion is that all this work is temporary in nature and as a result of the garbage fill location. We have maintained from the outset that we would not participate in any costs associated with the garbage. Accordingly, we cannot participate in these charges. All we will go with is the basic 18" of base and paving of the roadways.

G Green

G. L. Green

cc:
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
OCT 20 '80
REFER TO
FOR

ROW 12

October 15, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Roadwork Phase I
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

The responsibility for roadwork was not fully clarified on Phase I. The project did indicate steps to be taken in roadway areas.

The Resident Engineer made several decisions during the course of the work which all had a positive effect on the project. He agreed to allow 3 feet of excavation and 2 feet of backfill with pit run material. The contractor absorbed anything below this level. The result is a firm road system for the execution of both Phase II and Phase III.

The total costs as outlined on the attached sheet show a cost for Phase I roadwork of $55,948.25 or a square foot price of $.86.

The total costs computed for the same work on Phase III roadwork is indicated to be $.55 per square foot or a total cost of $35,702.70. This being computed on a square foot of excavation and base 18 inches deep.

Neat lines such as indicated in the second example rarely exist with overbreak in roadway excavation, under curbs, etc. I request that the $55,948.25 expended for roadwork in Phase I be accepted as participating.

RECEIVED
DOT DIRECTOR
OCT 16 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JBB:jh

bc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
C. T. Keasey
Ed Hardt
Bob Shotwell

ROAD WORK PHASE I

Contract Item Type 4 Backfill Roads 5140 cubic yards @ $2.50	$12,850.00
County Furnished Rock 5140 cubic yards @ $1.20	6,168.00
Contract Item Type 1 Excavation 7672 cubic yards @ $2.25	17,262.00
PA Pit Run 998 cubic yards @ $8.00	7,984.00
PA Pit Run 1731 cubic yards @ $6.75	11,684.25
Square Feet in Phase I - 64,914	55,948.25
3 Feet Deep per Square Foot	.86
Road Work Phase III Excavation 1 cubic yard @ $2.00 =	.11/Sq. Ft.
Aggregate 1 cubic yard @ $8.00 =	.44/Sq. Ft.
	.55/Sq. Ft.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 5, 1980

In Reply Refer to
File No. CON 5 #9087

Columbia Excavating, Inc.
Post Office Box 278
Tualatin, OR 97062

Re: Time Extension Request
Multnomah County Operations &
Maintenance Facility
Contract No. 9087

Gentlemen:

We have carefully reviewed your request for additional contract time on the above project. A contract time extension of four calendar days is granted due to extra work performed.

This will eliminate all liquidated damages under this contract.

Sincerely,

C. T. Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter
Ed Hardt (w/att.)
Robert Shotwell "
FHWA "
Robert Church

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STATE HWY ENGR
SEP 8 '80
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FOR
Info | Inves | R/D | D.R. | Sign | Act | File

Form 734-3122

9087 L.

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Multnomah County Operations & Maintenance Facility	WEEK ENDING: August 2, 1980	SECTION PREFIX: 626-1055
HIGHWAY: S.E. 190th. Avenue	COUNTY: Multnomah	
NAME OF JOB: Multnomah County Operations & Maintenance Facility	KIND OF WORK: Excavation	
CONTRACTOR: Columbia Excavating, Inc.	CONTRACT NUMBER: 9087	FEDERAL AID PROJECT NUMBER: I-205-7(8)311
DATE OF CONTRACT: January 31, 1980	DATE WORK STARTED: February 4, 1980	ESTIMATED COMPLETION DATE: April 30, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS: N.A. SPECIFIED CALENDAR DAYS: N.A.	WORK DAYS USED: N.A. CALENDAR DAYS USED: N.A.
PROJECT AUTHORIZATION: $1,059,621.25	SPECIFIED COMPLETION DATE: April 30, 1980	PERCENT OF TIME ELAPSED: 71
EXCLUSIVE OF ENGINEERING: $975,598.42	ENGINEERING AUTHORIZATION: $84,022.83	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $1,018,534.42	ENGINEERING COST TO DATE: $62,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ XXXXX 4 %	PERCENT OF AUTHORIZATION: 74 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

B.I. #10 B.I. # 11 (Bid Item #)	B.I. #12	B.I. # 13 (5) type 1 excava.	B.I. #14 (6) type 2 bldg. site	B.I. # 4 (7) type 2 relocation	B.I. #3 (8) type 2 embankment	B.I. # 2 (9) type 3 excavation
MILES IN PROJECT	N.A.					
MILES PARTIALLY COMPLETED	N.A.					
MILES COMPLETED	N.A.					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		178,000 C.Y.	31,000 C.Y.	66,000 C.Y.	43,000 C.Y.	10,000 C.Y.
TOTAL QUANTITIES CORRECTED TO DATE		178,000 C.Y.	31,000 C.Y.	66,000 C.Y.	43,000 C.Y.	10,000 C.Y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		2,000 C.Y.	345 C.Y.	734 C.Y.	478 C.Y.	112 C.Y.
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK

Trucks, backhoe, blade, cats, and misc tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	27				
MONDAY	28	clear-warm			
TUESDAY	29	clear-warm			
WEDNESDAY	30	clear-warm			
THURSDAY	31	clear-warm			
FRIDAY	1	clear-warm			
SATURDAY	2				

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1980
Richards
Engr

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

27 SUNDAY	No activity.
28 MONDAY	No Activity.
29 TUESDAY	No Activity.
30 WEDNESDAY	No Activity.
31 THURSDAY	No Activity.
1 FRIDAY	Cutting ditch around relocated garbage site.
2 SATURDAY	No Activity planned.

REMARKS

STATUS: All work done except for the finishing the cutting of drainage ditches at the relocation site.

NEXT WEEK: Finish drainage ditches and move off the job site. Project will be completed next week.

SIGNED ______ LOCATION 9898 N.E. Hancock drive
Portland, Oregon 97220

Robert E. Shotwell, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

?
1-205
1

STATE OF OREGON **INTEROFFICE MEMO**

Highway
DEPT

378-6299
TELEPHONE

TO: File

DATE April 4, 1980

FROM J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT Public Works Project
File 46993A
Justice Center Project
File 46993

Public Works Project Excavation	Let	
Prestress	4/~~25~~24/80 ✓	$ 2,138,000
General Contract	5/15/80?	$10,600,000

Justice Center	Let	
Excavation & Shoring	5/1/80 ✓	$ 1,000,000
Foundation & Substructure	8/28/80	$ 2,700,000
Structure Complete Feb. '81 →		$44,000,000

JBB:mk

cc: J. H. Versteeg

1 Versteeg ✓
Anderson
3 Christensen DDC
4 Olson
2 Sullivan
Tarpin
Trout
Wakefield

RECEIVED
APR 7 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Multnomah County Shop Relocation

Date: April 2, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Keasey's February 20, 1980 memo transmitted Extra Work Orders 1, 3, 4 & 5 for our approval. These were for contemplated excavation problems at the shops site.

As you are aware, our basic agreement is that we will participate in no costs associated with garbage excavation. Two of these EWO's involve garbage removal, namely EWO #3, Odor Control and EWO #4 Dispose of Hazardous and Incompressible Materials.

You should not bill EWO #3 and EWO #4 for Federal participation. EWO #1 and EWO #5 would be required for any type excavation project and are eligible, however.

G. L. Green

cc:
OSHD (C T Keasey)

RECEIVED
STATE HWY ENGR
APR 3 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

L.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 - SHOPS
Multnomah County Shops Excavation

Date: March 20, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have now been informed that the lower level of the Multnomah County Shops building was increased in size for the benefit of the County. We understand the County and Architect came to an agreement to add this space in addition to what was contemplated. This additional space, of course, is not eligible for Federal funding, but I don't foresee an issue there.

The problem, however, is that the additional first floor space requires additional excavation to accommodate it. Inasmuch as the building space is ineligible for Federal reimbursement, it is reasonable that that portion of excavation required for that space is also ineligible.

As we understand it, the space in question is some 10,000 SF of building. This will be determined later more exactly. This would amount to some 7,500 cy of excavation which should be considered non-participation. This figure, again, is subject to adjustment after the plans are reviewed.

I am sorry to be so late in this notification, but we were not aware of the additional space until recently.

G. L. Green

cc:
OSHD (J B Boyd)

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STATE HWY ENGR
MAR 21 '80
REFER TO
Hunter
FOR

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cy

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Rocky Butte - Multnomah County Shops

Date: February 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Boyd's February 5, 1980 memo requested our reconsideration of our position to restrict Federal-aid participation of the excavation for the Multnomah County Shops building.

It has always been our position in regards to the replacement of the County Shops that we would not participate in any costs associated with building on a garbage dump. As you are aware, it was the County's choice to build on that site and from the beginning we have maintained that we would not participate in any extra costs.

The PS&E estimate showed two bid items of concern here. One was for excavating the cover over the garbage down 6 or 7 feet below the surface. This was estimated at $2.25 per cubic yard. It was envisioned that the work would be done with a scraper and be a relatively inexpensive operation. Of course, there is a short time limit for the contract and that would tend to increase the price. We checked the most recent bid prices, and $2.25 was a little high, but not unreasonable, considering the time factor.

The main excavation for the building was estimated to cost $4.50 per cubic yard. A premium of $2.25 was added, we believe, for the removal of garbage. It would not be possible to use scrapers in the garbage dump and as a result the work would be more expensive. We feel a premium for short time was included in the first $2.25 and the second $2.25 was for moving garbage with a backhoe.

Bids have now been received at $2.25 for the garbage and $1.10 for the common. As we understand it, the contractor does plan to excavate the garbage with backhoes and the topsoil and fill with scrapers. It is apparent to us that the difference in the two bids is the result of moving garbage. Judging from the bids, it also appears that the contractor feels he can get done within the time limit. The bid tab would indicate that the second and third low bidders were less sure.

In any event, it is still our position that we will restrict our participation of the bid price for Type 1 excavation to the bid price for the Type 2 excavation, Building Site. We also believe that we have already made a

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FOR
Info
Inves
R/D
D/R
Sign
Act
File

concession by participating in all the costs for the road system which have been increased by some unidentifiable amount because of the garbage base.

We are sorry, but we must stick to our original understanding not to participate in costs associated with the garbage dump.

G. L. Green

cc:
OSHD (J B Boyd)

91-1

ROW 12 B

February 5, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

RECEIVED
STATE HWY ENGR
FEB 6 '80
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File
						✓

FROM: J. B. Boyd
Right of Way Manager

noted H. S. COULTER

SUBJECT: Letter of Approval
Excavation (Phase I)
Public Works Facility
Rocky Butte Functional
Replacement
File 46993A
FAP No. I-205-7(8)311

Reference is to your Letter of Approval and/or Authorization dated January 23, 1980. In this document you reduced Federal participation in Type I Excavation because of anticipated time constraints and type of excavation (garbage).

The time constraint was as much advantage to the entire project and costs should be borne as much or more by the Federal-Aid aspects than by the County. It is to the advantage of the entire project in time and time is money.

The type of excavation did not materially affect the cost. As you will note, Item No. 5, Type 1 Excavation 178,000 cubic yards cost $2.25 per yard for a total cost of $400,500. This cost is in near proximity to the 1978 average unit bid prices for General Excavation i.e. average $1.97 per cubic yard and an average of the three low bids of $2.03. The cost does not portray the escalation in the period since 1978. The average unit bid prices are not printed for 1979 as yet. But the third quarter average price for General Excavation in 25 contracts was $2.96 per cubic yard and the fourth quarter average price for General Excavation on 10 contracts was $3.58. These figures both indicate there is no justification for a reduction as noted in your authorization.

I request that the qualification be removed from your authorization and make the Federal-Aid portion fully participating.

JBB:jk

bc: F. B. Klaboe D. H. Moehring
H. S. Coulter ✓ V. E. Skoog
E. S. Hunter Cliff Laux

41,993A

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: I-205-7(8)311

STATE PROJECT NO.: See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.:

ITEM NO.: I-447

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 24 1980
☐ M ☐ AM ☐ ADM [✓ WBR] ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

DATE PS&E APPROVED: 1-16-80

DATE AUTHORIZATION EFFECTIVE: 1-16-80

FEDERAL ROUTE NUMBER:

STATE ROUTE NUMBER:

GENERAL LOCATION:

NE Glisan - NE Siskiyou

GENERAL DESCRIPTION OF WORK:

Public works facility - excavation (Phase I)
(R/W - Functional Replacement)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Temporary Erosion Control $30,000;On The Job Training $800

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

As requested in Mr. Swan's letter of 1-14-80 I concur that it is in the public interest and approve a 2 week advertising period.

REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Swan's 1-14-80 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $783,975 Federal Funds $484,481. Federal participation shown in estimate is reduced $238,500. Type 1 Excavation bid price has been increased to include costs to excavate garbage. This cost is nonparticipating. Federal participation for Type 1 Excavation will utilize unit prices bid for Type 2 Excavation - Building Site.

A signed copy of the Title Sheet is returned herewith.

D.A.R.

DATE: 1-23-80

SIGNATURE OF APPROVING OFFICIAL: GL Green

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

January 30, 1980

Mr. Tor Lyshaug, Director
Multnomah County
Division of Operation & Maintenance
9659 NE Hancock Dr.
Portland, Oregon 97220

NOTED
E. S. HUNTER

Dear Tor:

In a telephone conversation on January 30 with Dennis O'Neil, Metro Solid Waste Coordinator, you indicated that the State Highway Division was rushing bid opening and contract award procedures. This was with the intention of having the contractor begin excavation of Vance Pit well before Metro's February 11 deadline for comment before awarding a final site certificate. This haste was primarily to take advantage of the weather as well as avoid delay in other projects which depend on the rapid completion of this project. You pointed out that there is not enough time to take certain actions prior to commencement of the project.

Due to the unusual nature of this project and the need for haste, I will alter our usual procedures. I waive the requirement that various actions such as a leachate collection system plan, deed restrictions recorded, etc. be completed prior to commencement of excavation. This in no way alters the requirement that these actions be taken immediately after excavation at Vance Pit begins. I am, therefore, prepared to issue a certificate to Multnomah County for excavation at Vance Pit which is identical (except for the above waiver) to the draft copy recently sent to you.

Sincerely,

Merle Irvine
Director, Solid Waste Division

MI:DMON:ak

cc: Robert Gilbert, DEQ
Bryan Johnson, Seton, Johnson & Odell
John Romish
1.20.4.36 - CF

RECEIVED
TECHNICAL SERVICES
JAN 31 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Rick Gustafson,
Executive Officer

MSD Council

Mike Burton,
Presiding Officer
District 12

Donna Stuhr,
Deputy Presiding Officer
District 1

Charles Williamson
District 2

Craig Berkman
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

Jane Rhodes
District 6

Betty Schedeen
District 7

Caroline Miller
District 8

Cindy Banzer
District 9

Gene Peterson
District 10

Marge Kafoury
District 11

Metropolitan Service District
[illegible] Portland, Oregon 97201 503/221-1646

NOTED
E. S. HUNTER

[illegible]

[illegible] Party:

[illegible] Service District has completed a [illegible] Waste Pit solid waste excavation and [illegible] application as submitted by Multnomah [illegible] construction and operational plans [illegible] approved on January 15, 1980.

[illegible] review the attached proposed Certificate [illegible] and conditions and to submit any [illegible] to the Metropolitan Service District [illegible] within 14 days of the date [illegible] received will be evaluated by the [illegible] Solid Waste Division and final [illegible] the application and Certificate may be taken [illegible] day review period. If no comments [illegible] received, the Certificate as issued may become

[illegible]

[illegible]
Solid Waste Director

[illegible]

[illegible]
DATE ISSUED:
EXPIRATION DATE: 9/01/89

SOLID WASTE DISPOSAL [illegible] CERTIFICATE

Issued by the
METROPOLITAN SERVICE DISTRICT
527 SW Hall
Portland, Oregon 97201
503-221-1646

ISSUED TO: MULTNOMAH COUNTY

NAME OF FACILITY: VANCE PIT

ADDRESS: S. E. 190th and Lincoln
Portland, Oregon

LEGAL DESCRIPTION: Tax Lot Vance 4, [illegible]
Township 1 South, Range [illegible], Multnomah
County

CITY, STATE, ZIP: Portland, Oregon 97233

NAME OF OPERATOR: DIVISION OF OPERATIONS [illegible]
MAINTENANCE - [illegible]

PERSON IN CHARGE: TOR LYSHAUG

ADDRESS: 9659 N. E. Hancock Drive

CITY, STATE, ZIP: Portland, Oregon 97220

TELEPHONE NUMBER: 503-253-7595

This Certificate will automatically terminate on the [illegible] date shown above, or upon modification of [illegible] first. Until this Certificate terminates, [illegible] is authorized to operate and maintain a [illegible] site located at S. E. 190th and Lincoln, Portland, [illegible] 97233, for the purpose of excavating and re-disposing of solid waste in accordance with the Metro Code and the attached Schedules A, B, [illegible] performance conditions and in accordance [illegible] specified in the Letter of Authorization [illegible] by the State of Oregon, Department of Environmental Quality. This Certificate may be revoked at any time [illegible] of the conditions of this Certificate or the [illegible]. This Certificate does not relieve the [illegible] from responsibility for compliance with other applicable federal, state or local laws, rules or standards.

[illegible]
[illegible]
Metropolitan Service District

WORK SCOPE

[illegible] County Division of Operations and Maintenance is requesting permission to remove approximately 170,000 cubic yards of solid waste from the east side of Vance Pit and to place the solid waste into an area located on the west side of Vance Pit. The removal of the solid waste from one location to another location on the property is required to allow space for construction of a partially subterranean county maintenance building.

The work to be performed under this section involves excavating partially decomposed landfill material and its associated cover material to undisturbed gravel, relocating the landfill material at a new site approximately 1,000 feet away, compacting, and installing methane gas collection pipes.

CHANGES TO THE METROPOLITAN [illegible]

By action of Resolution No. 79-110 on the 20th day of December, 1979, the Council of the Metropolitan Service District has waived the following sections of the Code:

Section 12.02.090 (4) Waive the requirement for a surety bond.

Section 12.02.100 (2) Waive the requirement that Metro's staff provide a thirty (30) day period of time for public and other interested parties to submit written comments pertinent to Multnomah County's application. As a condition of this waiver, Multnomah County will notify persons within a 2,000 foot radius of the proposed project.

Section 12.02.140 Multnomah County [illegible]

Section 12.02.[illegible] [illegible] complete technical feasibility study report. Only those portions will be required that are determined by Metro's staff to be appropriate.

CERTIFICATE CONDITIONS

Certificate Number: DSV-010 Expiration Date: [illegible]

SCHEDULE A

AUTHORIZED AND PROHIBITED ACTIVITIES

SA-1 Only solid wastes derived from the building excavation site shall be disposed of at the designated disposal site. The Certificate Holder is authorized to re-dispose of approximately 170,000 cubic yards of waste that is removed from the excavation site. No additional and/or other wastes shall be accepted.

SA-2 The following types of materials are specifically prohibited from being either re-disposed of and/or disposed of at the disposal site:

a. Any new, other or additional solid waste.

b. Any containers encountered in the excavated waste that contain chemicals, oils, liquids, explosives or other materials which may be hazardous or difficult to manage unless specifically authorized by Metro.

c. Any pressurized gas bottles or 55 gallon drums encountered in the excavation and suspected to be hazardous.

d. Car bodies, whole tires, and other incompactable objects such as bed springs that are encountered in the excavated material.

e. The above described prohibited wastes and materials must be disposed of at a site approved by Metro.

SA-3 No public and/or commercial dumping is allowed.

SA-4 No burning of any material shall be conducted or allowed at the disposal site. Accidental fires shall be immediately extinguished.

SA-5 Salvaging and/or recycling are not allowed

CERTIFICATE CONDITIONS

Certificate Number: DSV-010 Expiration Date: [illegible]/80

SCHEDULE B

MINIMUM MONITORING AND REPORTING REQUIREMENTS

SB-1 The Certificate Holder shall effectively monitor the disposal and excavation site operations and maintain records of the following required data to be submitted to Metro:

Item or Parameter	Minimum Monitoring Frequency
a. Cubic yards of waste excavated and re-deposited	Daily
b. Dates landfill face not compacted	Daily
c. Dates landfill face not covered	Each Occurrence
d. Unusual occurrences affecting disposal or excavation site operation	Each Occurrence
e. Test results from gas venting monitoring wells	Monthly
f. Test results from leachate collection system	Monthly
g. Construction activities	Each Occurrence
h. Excavated material disposed of at an alternate approved site	Each Occurrence

SB-2 Monitoring results shall be reported on approved forms. The reporting period is the calendar month. Reports must be submitted to Metro by the 20th day of the month following the end of each month.

SB-3 The Certificate Holder shall report to Metro by November 30, 1980, the following information:

a. A plot plan and side view of the area filled compared with the sequence developed in the operational plan.

b. A plot plan and side view that describes the activities taken to ensure stability of the slopes of the exposed waste and the leachate collection and gas control systems at the excavation site.

c. The construction activities completed in accordance with the approved operational plan or other plans subsequently approved in writing by Metro.

CERTIFICATE CONDITIONS

Certificate Number: DSV-010 Expiration Date: 9-[illegible]-80

SCHEDULE [illegible]

COMPLIANCE CONDITIONS AND SCHEDULES

[illegible] Pre-acceptance conditions and schedules.

Prior to the commencement of [illegible] holder shall:

a. Record as a deed restriction by the County the requirements for an ongoing maintenance schedule of the final grade contours, vegetative cover, and final drainage system in accordance with [illegible] standards.

b. Submit a plan that [illegible] for the collection and removal of [illegible] generated at either the disposal or excavation sites.

c. Submit inspection reports and certification by the design engineer that the construction of the disposal site's leachate, gas venting, surface water runoff systems and other aspects of the project complies with the plans and specifications as approved by DEQ and Metro.

d. Notify Metro in writing when the disposal site is ready to be placed into operation so that an inspection of the facility can be made prior to opening.

e. Screen both the relocation disposal site and the excavation site from the public view by sight obscuring fences and/or barriers, [illegible] berms where necessary. Complete access control to the site shall be established.

f. Stockpile and store on site the [illegible] of soil required for daily and intermediate as well as for final cover purposes.

g. Notify all persons within a [illegible] feet radius of the proposed project.

[illegible] The disposal and excavation sites shall be constructed and operated in accordance with plans [illegible] on December 14, 1979, and [illegible], subject to the conditions of this Certificate and [illegible] subsequent amendments thereto approved in writing by Metro.

SC-3 Prior to the expected closure date of [illegible] schedule and plan for the complete and [illegible] of this site shall be submitted in writing to [illegible] shall provide for proper closure of both the disposal and excavation sites within three (3) months after ceasing disposal activities and will include a final storm drainage and grading plan. Long-term and continuing maintenance and management plans of final contours, slopes and stabilization of the edges, banks, and the slopes of all lifts shall be included.

SC-4 An ongoing maintenance schedule of the final grade contours and gas venting system will be provided to ensure that the crown slopes are in place and the gas vents are operational. The completed fill shall be graded as depicted in the approved plans to provide rapid runoff of precipitation. Vegetative cover shall be planted on the finished landfill to prevent erosion and to enhance evapotranspiration.

SC-5 The solid waste re-disposal and excavation activities shall be completed by September 1, 1980. [illegible] cubic yards of waste will be excavated and re-deposited by April 30, [illegible]. The remaining 20,000 cubic yards will be moved by August 31, 1980.

SC-6 A layer of not less than three (3) feet of compacted earth, in addition to intermediate cover material shall be placed over the completed fill following the final placement of solid waste. The final cover shall be graded, seeded with appropriate ground cover, and maintained to prevent cracking, erosion, and ponding of water.

SC-7 Water under pressure to serve as fire protection at both the disposal and excavation sites shall be provided. Fire protection plans will be in accordance with pertinent state and local fire regulations.

SC-8 Potential odor and blowing debris problems during excavation and disposal shall be adequately controlled.

SC-9 Cover soil on the existing landfill shall not be removed to less than a two (2) foot depth from the solid waste.

SC-10 Gas vents in the existing landfill [illegible]. Additional gas vents shall be installed [illegible] as described in the plans as submitted.

SC-11 The slope of the exposed solid waste [illegible] excavation site shall be constructed to be no [illegible] horizontal to one (1) vertical. [illegible] will maintain the slopes of the excavation in [illegible] and will ensure that the excavation [illegible] extent that these slopes will not slump into the excavation.

[illegible] gas and possibly unknown dio [illegible] encountered in the excavation. [illegible] at all times provide for and ensure [illegible] who may be exposed to any potentially [illegible] the excavation and disposal sites. Such precautions shall include but not be limited to protection against explosions and asphixiation.

SC-13 The Certificate Holder shall cooperate with both the DEQ and Metro for the purpose of allowing either agency to conduct certain tests and gather certain samples by:

a. ensuring that access to specific areas of both the excavation and disposal sites is provided for a sufficient amount of time for sample gathering and testing to be conducted.

b. assisting either agency in such sample gathering and testing procedures to the greatest extent possible.

SC-14 The Certificate Holder shall barricade open excavations, post warning lights and shall control [illegible] in a manner as recommended by authorities having jurisdiction.

SC-15 All excavated and imported cover material shall be stockpiled in accordance with the approved construction and operational plans.

SC-16 Haul roads shall follow, as nearly as possible, planned access roads as indicated in the plans. No haul road outside the excavation lines shall be allowed.

SC-17 The Certificate Holder shall ensure that its contractor shall respond to any request by Metro to correct and/or prevent any unforeseen and/or objectionable nuisance or environmental condition in a timely fashion.

CERTIFICATE CONDITIONS

Certificate Number: DSV-010 Expiration Date: 9-01-80

SCHEDULE D

SPECIAL CONDITIONS

SD-1 **Required Activities**

	Minimum Frequency (of Performance)
Spread and compact all solid waste deposited in layers not to exceed one (1) foot in depth.	Daily
Cover all wastes deposited with not less than six (6) inches of compacted earth or other approved cover material. (Alternate cover materials must be approved in writing by Metro prior to their use.)	Daily (more often as necessary to prevent fires, control odors, blowing litter and vectors.)
Cover all exposed waste at the excavation site with visqueen or other similar material.	Progressively so that waste in the excavation area does not remain exposed.
Collect and properly dispose of litter on both the excavation and disposal site.	Daily
Collect and properly dispose of all litter that is blown off site including litter that escapes from the transport trucks.	At each occurrence.

SD-2 Unloading of the released solid waste shall be confined to the smallest practical area and the amount of exposed waste materials on the active landfill face shall be kept to a minimum. The active landfill face shall be confined to an area not larger than ________ square feet.

SD-3 Blowing debris shall be controlled at [illegible] disposal and excavation sites [illegible] and to prevent the escape of [illegible]. [illegible] control devices such as blow fences shall be provided and positioned to minimize blowing debris as necessary.

SD-4 In addition to the required daily cover of six (6) inches of compacted earth, an intermediate cover of not less than one (1) foot of compacted earth shall be placed over each completed lift.

SD-5 To facilitate proper covering and long-term stabilization, the outer faces of all lifts shall be constructed to be no steeper than 2.5 horizontal to one (1) vertical. A slope of no steeper than three (3) horizontal to one (1) vertical is preferred.

SD-6 Solid wastes other than rock, dirt, brick and concrete rubble shall not be deposited directly into the ground water table or in flooded trenches or cells. Flooded and ponded areas shall be pumped as necessary to prevent disposal of refuse into water.

SD-7 The disposal site shall be protected by a stabilized dike which effectively prevents erosion or washing out of the filled portion of the landfill site and contains all solid wastes within the disposal site at all times.

SD-8 Cross-sectional earth diking, sufficient [illegible] spread of fire between landfill cells, shall be constructed. Existing cross-sectional earth diking at the disposal site shall not be destroyed.

SD-9 Drainage water shall be diverted around and away from both the disposal and excavation sites during construction and operation. The disposal site shall be so designed and maintained such that drainage water is diverted around and away from the completed disposal site. The ponding of water at any area or level of the disposal site shall be prevented at all stages of construction and operation. The filled areas on the disposal site shall be continuously maintained to maximize surface runoff of precipitation and to minimize percolation through the waste.

SD-10 Any leachate which breaks out on the surface of the landfill shall be controlled so as to prevent nuisances, public health hazards and escapement to public waters. A method for containment, collection and disposal of leachate separately from surface water runoff shall be provided.

SD-11 Truck washing areas, if provided, shall be hard surfaced and all wash waters shall be conveyed to a catch basin, drainage, and disposal system approved by [illegible].

SD-12 Public access to the landfill shall be [illegible], natural terrain features or [illegible] as necessary to preclude unauthorized entry and dumping.

SD-13 Rodent and insect control measures such as baiting and insecticide spraying shall be provided as necessary to prevent vector production and sustenance.

SD-14 Access and on site roads shall be [illegible] traffic hazards and dust and shall provide for all-weather passage of vehicles. Existing roads used during the relocation of solid waste shall be repaired.

Part [illegible] - CERTIFICATE

SD-15 The major piece of compaction equipment shall be a [illegible] wheeled compactor with a minimum weight of 20 [illegible]. A comparable, alternate, piece of equipment for standby operation shall be available.

SD-16 During the dry season, dusty loads shall be wetted down before and after they have been dumped and the active fill, operational areas, and excavation area along with all haul and access roads shall be wetted so as to continuously control dust.

SD-17 Dirtying or tracking of streets, as a result of vehicles entering or leaving the disposal and excavation sites, shall be controlled by washing of vehicle tires and/or by promptly cleaning the street of tracked mud or dirt.

SD-18 Care will be taken to prevent any noise nuisance conditions. Operational procedures will be established to eliminate noise nuisance.

SD-19 All sampling and monitoring wells must be raised to at least two (2) feet above adjacent levels of solid waste until the landfill has reached final grade. Any well accidentally damaged must be repaired within sixty (60) days by the Certificate Holder. The maximum height of any sampling and monitoring well cap or lid shall not exceed four (4) feet above the surface at any stage of site operation and construction or after site closure.

SD-20 Escaping nuisance gas odors shall be controlled as necessary by such methods that include but are not limited to the following:

a. Placement of visqueen over exposed odorous material

b. Use of chemical deodorizers

c. Use of special odor masking chemicals

d. Limited operation during periods of poor atmospheric dispersal conditions

e. Use of earth cover over odorous exposed wastes if necessary

f. Complete cessation of all activities as necessary to achieve the required level of control.

SD-21 All gas seals and gravel vents will be maintained at least two feet above adjacent level of solid wastes, until it has reached final grade.

SD-22 All surface water will be directed away from a gravel gas vent unless an adequate seal is provided between the surface and the gravel gas vent.

SD-23 Waste shall be deposited and c[illegible] that slope up towards the gas col[illegible] shall be compacted in accordance with [illegible]

SD-24 Exposed waste at both the disposal and excavation sites shall be covered during interruptions in the [illegible]. The operation shall be conducted in such a manner that at all times, the area of exposed waste at both the disposal and excavation sites is always minimized.

SD-25 Covering of the exposed waste at both the disposal and excavation sites shall be applied at all other times as necessary to prevent the escape of nuisance odors and to reduce precipitation infiltration or to control vectors.

SD-26 The maximum height of completed solid waste lifts or cells shall not exceed twelve (12) feet.

SD-27 All cover material shall be placed in eight (8) inch lifts and shall be compacted in accordance with the approved plans.

SD-28 Where completed compacted areas are disturbed by subsequent construction, operations or adverse weather, such areas shall be scarified, re-shaped and compacted to the minimum required density and depth prior to further construction.

SD-29 All areas of work including adjacent transition areas shall be uniformily graded. Newly graded areas shall be protected from traffic and erosion. Areas where [illegible] or damage due to equipment has occurred shall be [illegible] re-established to the tolerances specified in the approved plans.

CERTIFICATE CONDITIONS

Certificate Number: DSV-010   Expiration Date: [illegible]/01/80

SCHEDULE E

GENERAL CONDITIONS

SE-1 The term "disposal site" is used in this Certificate as defined by Section 12.02.030 of the Metro Code.

SE-2 The conditions of this Certificate shall be binding upon, and the Certificate Holder shall be responsible for all acts and omissions of, all contractors and agents of the Certificate Holder.

SE-3 In the event that the disposal site is to be closed permanently or for an indefinite period of time during the effective period of this Certificate, the Certificate Holder shall provide Metro with written notice, at least thirty (30) days prior to closure, of the proposed time schedule and closure procedures.

SE-4 The disposal site operation shall be in strict compliance with the Metro Code regarding storage, collection, transportation, recycling and disposal of solid waste.

SE-5 Sufficient equipment in good operating condition and appropriate to construct and operate the disposal site in accordance with the approved operational plan shall be available at all times.

SE-6 The Certificate Holder shall provide an adequate operating staff which is duly qualified to carry out the operation, maintenance and reporting functions required to ensure compliance with the conditions of this Certificate.

SE-7 At all times the disposal site and all equipment and facilities shall be operated at [illegible] efficiency and in a manner which will minimize discharges to the air and public waters and prevent health hazards and nuisance conditions. Metro may reasonably regulate the hours of site operation as it finds necessary to ensure compliance with this requirement.

SE-8 In the event a breakdown of equipment, fire, [illegible] flooding or other occurrence causes [illegible] conditions of this Certificate or of the Metro Code, the Certificate Holder shall:

a. Immediately take action to correct the unauthorized condition or operation

b. Immediately notify Metro so that an investigation can be made to evaluate the impact and [illegible] actions taken and determine additional [illegible] must be taken.

SW-9 Authorized representatives of [illegible] access to the premises of the waste disposal [illegible] site owned or operated by the Cer[illegible] reasonable times for the purpose of making [illegible] surveys, collecting samples, obtaining data and carrying out other necessary functions related to this Certificate. Access to inspect is authorized:

a. during all working hours;

b. at other reasonable times with notice;

c. at any time without notice where at the discretion of the Solid Waste Division Director such notice would defeat the purpose of the entry.

SW-10 This Certificate is subject to termination if Metro finds:

a. That it was procured by misrepresentation of any material fact or by lack of full disclosure in the application.

b. That there has been a violation of any of the conditions contained herein or of any applicable provision of the Code of the Metropolitan Service District.

c. [illegible] quantity of [illegible] the method of solid waste disposal.

SW-11 This Certificate, or a photocopy thereof, shall be displayed where it can be readily referred to by operating personnel.

SW-12 This Certificate does not vest permanent rights or privileges in the Holder to receive solid wastes generated within the Metro boundaries. This Certificate is not a guarantee, commitment or agreement by Metro that solid wastes generated in the Metro area will be directed or delivered to the disposal site.

SW-13 Pursuant to Oregon Administrative [illegible] Section 61-020 (5), the disposal [illegible] subject to termination immediately [illegible] Oregon State Department of Environmental [illegible]

[illegible]
[illegible]

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

January 25, 1980

J. Bruce Boyd
Right of Way Manager
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Bruce:

This letter is to express my deep regret at the breach of faith and unilateral departure from our agreement reached Thursday afternoon in Mr. Tuck Wilson's office regarding reduction of the "liquidated damages" clause in the excavation bid invitations being let by your offices. As you know, our position that $20,000 per day for the first 5 days, subsequent to the 90 day completion request, and $50,000 per day thereafter, was recognized to be exceedingly exorbitant by all of us at the meeting; and we had agreed to $2,000 and $5,000 as a mutual compromise.

As I indicated to you during our phone conversation on Friday, January 25, 1980, I still considered the compromise penalties as far beyond the norm, and liable to effect substantially bid prices. Contrary to the compromise, however, you notified bidders that the penalty was changed to reflect $5,000 a day penalty after 90 days requested completion.

Let me again state that any adverse consequences to this ill-advised action will necessarily result in Multnomah County holding you accountable for such results.

Sincerely,

Rena Cusma

RENA CUSMA
Director

cc: Tuck Wilson

RC:bb

cc-Hunter

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 28 1980

☐	☐ AM	☐ ADM	☐ RBR	☐ CA	☐
☐ PMS	☐ AS	☐ CE	☐ OS	☐ TA	☐
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9087 1-23 B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -205-7(8)311

STATE PROJECT NO. See below

FROM:
G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. I-447

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-24

DATE PS&E APPROVED 1-16-80	DATE AUTHORIZATION EFFECTIVE 1-16-80	FEDERAL ROUTE NUMBER STATE ROUTE NUMBER

GENERAL LOCATION:

NE Glisan - NE Siskiyou

GENERAL DESCRIPTION OF WORK:

Public works facility - excavation (Phase I)
(R/W - Functional Replacement)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Temporary Erosion Control $30,000;On The Job Training $800

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

As requested in Mr. Swan's letter of 1-14-80 I concur that it is in the public interest and approve a 2 week advertising period.

REMARKS After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Swan's 1-14-80 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $783,975 Federal Funds $484,481. Federal participation shown in estimate is reduced $238,500. Type 1 Excavation bid price has been increased to include costs to excavate garbage. This cost is nonparticipating. Federal participation for Type 1 Excavation will utilize unit prices bid for Type 2 Excavation - Building Site.

A signed copy of the Title Sheet is returned herewith.

DATE 1-23-80	SIGNATURE OF APPROVING OFFICIAL G. L. Green	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-618

January 14, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: 2 Week Advertising, and PS&E Authorization

PS&E documents are being submitted to your department for the Public Works Facility, Phase 1, County Shops Building, Project No. I-205-7(8)311. A public interest finding for a 2 week advertising period is hereby requested along with authorization to advertise for bids to be received on January 31, 1980 in accordance with FHPM 6-4-1-6, Paragraph (7).

The 2 week advertising period is considered necessary for this project to get the I-205 highway right of way clear as soon as possible. Right of way clearance is now the delaying factor for the eventual opening of Highway I-205 and this facility is part of that right of way. We are attempting to eliminate as many delays as possible to prevent the final opening of I-205 from slipping a whole construction season. We believe this project bid calculations and review by the contractor can be easily accomplished in the 2 week advertising period and therefore it is in the public interest to proceed with the January 31 bid opening date.

Compliance with paragraph 16 of FHPM 6-4-1-6 has been met concerning product selection; the plans conform to paragraph 5 of FHPM 6-5-3-2 pertaining to floodplain data; the proposal contains a certification conform to FHPM 6-4-1-1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-1.

All right of way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Specified products are included in these projects that have been approved in FHPM memorandum dated March 9, 1964 and supplements thereto. A public interest finding has been made for their use.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by previously submitted utility-railroad status reports.

In conformance with FHPM 6-4-2, subsection 1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the projects.

We certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject projects will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:fkc

cc: Jack Sullivan
J. B. Boyd.

9L×7

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 5, 1979

In Reply Refer to
File No.:

John Romish
Zimmer Gunsul Frasca Partnership
111 SW Oak Street
Portland, Oregon 97204

RE: Bid Letting Date
Excavation Contract
Public Works
File 46993A
FAP I-205-7(8)311

Dear John:

As a result of our discussions this morning, it appears a hold-up is occuring in our first contract letting. This is to the DEQ, MSD involvement and requirement for public input by the adjacent property owners in the disposal of the excavated material. The time schedule that must be adhered to is as follows:

1. Preliminary specs submitted to Highway Division, December 7, 1979.
2. Anticipated formal approval by MSD, December 14, 1979.
3. Final specs available December 20, 1979.
4. Last available time to begin advertisement, January 8, 1980.
5. Bid opening, January 24, 1980.

This time schedule shows the minimum ad possible as being two weeks. Please do everything within your power to maintain this time schedule. Any breakdown will severely impact the entire process.

Our specifications unit has assigned Mr. John Day, Specification Writer to assist you in any way possible to insure the proper format for the final specifications. He will be in contact with you shortly after he reviews the preliminary specs.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

RECEIVED
TECHNICAL SERVICES
DEC 5 '79
REFER TO
FOR

Info	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

JBB:mk

cc: Tuck Wilson
Tor Lyshaug
Ed Hardt
Bob Shotwell
Glen Green
E. S. Hunter
Jack Sullivan

Form 734-3122

I 205
1

ENVIRONMENTAL REVIEW CHECKL.

CLEAR 11/20/79

Dec. 20, 1979 Bid Letting ______________ All Clear Deadline

SECTION Multnomah County Public Works Facility
Highway East Portland Freeway
County Multnomah n Region 1
Type of Work Excavation Funds FAI/City/Co
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒				

1980 Klamath Falls-Lakeview Hwy. 9088
@ Avalon St. in Klamath Falls.
(Traffic signal installation)

Scott Riordan
8-876

18-8222 L.
18-8225

NOTED
S. COULTER

Basin Center Mall - (Jefferson Square Shopping Mall)

Order to Render Service - Estimated Cost $80,000		July 25, 1979
Advance deposit for PE + design	$8,000	July 26, 1979

Agreement #7125 Signed by Frederick D + Helen Ann Ehlers
for Basin Center Mall - dated August 30, 1979

Standby Letter of Credit for Const. Cost $77,300 March 10, 1980

Contract #9088 Awarded Hamilton Electric	4-1-80
Time Extension Request by Contractor denied	5-4-81
Final Contract Payment made June, 1981	
Pref's Cancellation Notice Effective 10/1/81	
Transfered Balance of Advance deposit Against Const. Cost	11/81
Sent Letter to Ehlers in Response to his 12/1/81 Letter	12/8/81

Invoice's	129887	9-5-80	$20,111.28	(Costs for 3/80 - 6/80)
	130012	9-24-80	50,067.27	(Costs for 3/80 - 8/80)
	Refund	11-3-80	<9,388.12>	Refund of overpayment due to Billing error - less Sept. 80 Costs
	130984	2-10-81	12.92	Costs from 12/80
	131301	3-11-81	62^{14}	Costs from 1/81
	132151	7-13-81	26.46	Costs from 5/81
	132335	8-11-81	148209	Costs from 6/81 + Final Cont. Payment
Paid 1/6/82	133017	11-16-81	3637.38	Costs from State furn. Signal equip. + Final Acctng of PE + Const. Costs.

TOLL FREE: 1-800-452-7813 Ext. 86232

CON

December 8, 1981

Jefferson Square Shopping Mall
P.O. Box 5148
Klamath Falls, OR 97601

Attention: Frederick D. Ehlers

Re: Invoice 133017, 18-8225

The above invoice is the final accounting for the traffic signal installation at Avalon Street in Klamath Falls.

We made the refund to you in November of 1980 when we discovered an error in billing. We should have added a disclaimer to the effect that the billing was not complete. We acted in good faith refunding your overpayment, as we felt it was unfair for us to be using that amount of money for a period of time when little costs were being expended.

However, the costs for state-provided signal controller and testing were not yet in. These costs usually take longer to enter into our cost system, and a major change in our accounting system this July caused even further delay.

We apologize for the unusual length of time it took to finalize this project. Please note that the total amount billed you is still considerably under the estimated cost of the project.

Vernon E. Skoog
Controller

by ______________________________
Janice Peterson
Contract Accounting Supervisor

JP:cw

JEFFERSON SQUARE SHOPPING MALL
P.O. Box 5148, Klamath Falls, Oregon 97601
Phone (503) 883-8498

1 December 1981

Oregon State Highway Department
Salem, Oregon

RE: Agreement #7125, code EHLERSF

18-8225

Gentlemen:

I am in receipt of the invoice #133017 for Traffic signal installation. I have previously received and paid several other invoices relating to this project, #'s 129887, 130012, 131301, 132151, 132335.

Each time I got an invoice, I contacted either the local office or the office in Salem and was assured (at least for #'s 132151 & 132335) that this was the last time through the mill.

Also, after you refunded my money last fall (remittance copy 18510) I sort of assumed that payment was complete and spent the refund riotously, on taxes.

As you might see, I feel like the goose that laid the golden egg, and unless I do something, I can see a whole continuum of Transportation department invoices haunting my future.

Therefore, when you can furnish me a letter from some responsible individual (Scott Coulter would do, Vic Atiyeh would do better) that this is the final billing, I'll send along a check.

Thanks for your kind understanding, and I remain

yours

Frederick D. Ehlers

cc: Bob Kennedy, Fred Heard

NOTED
L. L. HACEK

Jan
please fill me in
Hb

RECEIVED
DEC 3 198[illegible]
[illegible]

NOTED
L. E. GEORGE

No. ....

.O. No. ....

OREGON STATE HIGHWAY DIVISION
by
FREDERICK EHLERS
PO BOX 5148
KLAMATH FALLS OR 97601

Crew No. ....

11-3-80

REFUND $9,388.12 OVERBILLED ON INVOICE #130012.

LETTER OF CREDIT S-01875
SIGNAL AGREEMENT 7125
PERMANENT PAVEMENT STRIPING - KLAMATH FALLS-LAKEVIEW HWY @ AVALON ST
CONTRACT 9088

COSTS CHARGED:	MARCH-AUGUST 1980	$50,067.27
	SEPT 1980 (SEE ATTACHED A-01)	10,723.16
	TOTAL PROJECT COSTS	$60,790.43
	LESS AMOUNT PREVIOUSLY PAID	(70,178.55)
	AMOUNT OF OVERBILLING TO BE REFUNDED	$9,388.12

18-8225-594-632

AUTHORIZED SIGNATURE

RMW;NC

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	133017
BILLING REQ. NUMBER	CA9026
DATE	11-16-81
YOUR ORDER NUMBER	
CODE	EHLERSF

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

FREDERICK EHLERS
PO BOX 5148
Klamath Falls OR 97601

CREDIT DISTRIBUTION

351.01	3,637.38
18-8225-296-00-000	3,637.38
18-8225-299-00-000	(3,637.38)

DESCRIPTION	TOTAL PRICE
Traffic Signal Installation at intersection of Klamath Falls - Lakeview Highway and Avalon Street. (Main Entrance to Basin Center Mall) Agreement # 7125.	
Preliminary Engineering	$ 3,363.85
Formal Contract Payment	51,344.52
Liquidated Damages	(2,860.00)
SFO#2 State furnished Signal Materials	8,273.53
Construction Engineering	13,901.52
TOTAL PROJECT COSTS	74,023.42
Less: Advance Deposit Made 7-27-79	(8,000.00)
Amount Previously Billed	(62,386.04)
AMOUNT DUE	$3,637.38

Pd 1/6/82

110.00

734-1150 (6-81)

6-4-81 File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 CT Keasey
C. T. Keasey
Asst. State Highway Engineer

[illegible]

May 19, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9088

Gentlemen:

Contract No. 9088 awarded to Hamilton Electric, Inc. for traffic signal installation on the Klamath Falls-Lakeview Highway at Avalon Street in Klamath Falls, Klamath County, was completed on February 24, 1981 and accepted by the State Highway Division on May 11, 1981.

Final payment in the amount of $1,437.79 will be released to the contractor after May 26, 1981. The total contract amount is $48,449.05 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Dale Allen

9088

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 4, 1981

In Reply Refer to
File No. CON 5 #9088

Hamilton Electric, Inc.
Post Office Box 708
Eugene, OR 97440

Re: Time Extension Request
Klamath Falls-Lakeview Hwy. @
Avalon Street
Contract No. 9088

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Late delivery of material is not a bona fide reason for additional time under the terms of the contract. Accordingly, your request for additional contract time due to late delivery of framework components is denied.

The above time extension request was submitted without consent of surety. I'm sure this was an oversight, however please bear in mind that we cannot grant additional contract time without consent of the surety.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

cc: H. S. Coulter (w/att.)
Dale Allen "
Wayne Cobine "

MAY 5'81
REFER TO

Info Inv R/P Sign Att File

Form 734 3122

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: O. B. Jackmond
Contract Administration Engineer

DATE: April 30, 1981

Robert C Pool

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Time Extension Request
Klamath Falls-Lakeview Highway @ Avalon St.
Traffic Signal
Contract No. ~~8939~~ 9088

Here is a Request for Time Extension which was submitted by Hamilton Electric, Inc. Wayne has done a good job of listing the technical data and analyzing the request, but I can't concur with his conclusions.

The overrun in contract time was due to late delivery of materials. The materials they had problems with were framework items, in particular some brass castings.

Since there was no strike or any extenuating circumstances involved, I see no justification for granting additional time.

RECEIVED
MAY 1 1981
CONSTRUCTION BRANCH

____ ASHE ____
1 CAE ✓
____ FOE ____
____ QCE ____
____ SCS ____
____ EEO ____
____ CM ____
____ CA ____
____ LE ____
____ TC ____
____ FE ____
____ CP ____

RCP:pw
Enclosure

cc: W. Cobine

CTK -

I agree with Region & recommend that this request be denied.

Contains recycled materials
.125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Klamath Falls-Lakeview Hwy. @ Avalon Street .	WEEK ENDING September 5, 1980
		SECTION PREFIX 18-8225
	HIGHWAY Klamath Falls-Lakeview	COUNTY Klamath
NAME OF JOB Klamath Falls-Lakeview Hwy. @ Avalon St.	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Hamilton Electric, Inc.	CONTRACT NUMBER 9088	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 1, 1980	DATE WORK STARTED May 1, 1980	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 116
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 129
PROJECT AUTHORIZATION $ 77,361.35		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 70,604.90	ENGINEERING AUTHORIZATION $ 6,756.45	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 70,604.90	ENGINEERING COST TO DATE $ 3,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION 52 %	DATE PROJECT WAS COMPLETED: August 7, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT IS COMPLETE, EXCEPT FOR REPAIRS TO TWO DETECTOR LOOPS, AND ILLUMINATED SIGN.

SEMI-FINAL DATA WILL BE SUBMITTED TO REGION OFFICE APPROX. SEPTEMBER 17, 1980.

SIGNED Walt Bartel LOCATION Klamath Falls

Walt Bartel, Ass't. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

CON

TOLL FREE: 1-800-452-7813 Ext. 86232

March 14, 1980

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Alfred Siriami

Gentlemen:

We enclose your letter of credit S-01875 for the account of Frederick Ehlers. Two items on the letter of credit are unacceptable to the Highway Division:

1. The statement that we can draw only when we furnish an "officially signed statement certifying that Frederick Ehlers has defaulted in the payment of traffic signal installation in accordance with Signal Agreement No. 7125" must be deleted. Please substitute "Standard Highway Division invoices based on accumulated costs to be submitted monthly"
2. Please change the expiration date from June 10, 1980 to August 18, 1980 to allow installation, inspection and billing for the traffic signal.

Vernon E. Skoog
Controller

by ______________________________
Janice Peterson
Contract Accounting Supervisor

JP:cw

cc: Frederick Ehlers

Received
4-1-80
notified
[illegible]
Q.

February 29, 1980

CON 4

Frederick D. and Helen Ann Ehlers
P.O. Box 428
Klamath Falls, Oregon 97601

Dear Frederick and Helen Ehlers:

On February 28, 1980 a satisfactory bid was received from Hamilton Electric Inc., P.O. Box 708, Eugene, Oregon 97440 for installation of traffic signals on the Klamath Falls-Lakeview Highway at Avalon Street Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$50,914.50
Permanent Pavement Striping	$ 900.00
State Furnished Traffic Signal Equipment	14,500.00
Signal Controller Testing (Engineering)	1,250.00
4 1/2% Contingencies	3,040.40
10% Engineering	6,756.45
ESTIMATED TOTAL COST	$77,361.35

Company's Advance Deposit: say $77,300.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 21, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

bcc w/AD # 743: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 743
when check is received.

```
TOTAL TO DATE JOB COST SUMMARY                                        JANUARY 1980      PAGE 1370

                                                                         FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                  018   8220       594      00                  1,632.03CR     1,632.03CR
                                            ** JOB TOTALS **             **     1,632.03CR**               **

  FRED ELLERS-PSLE-SIGNAL        CONT NO        FA PROJ NOS                                              STATE
                                  018   8222       412      00        77.75          77.75          77.75
                                  018   8222       414      00       450.40         450.40         450.40
                                  018   8222       415      00        19.83          19.83          19.83
                                  018   8222       594      00        70.35CR        70.35CR        70.35CR
                                  018   8222       901      00                       42.21          42.21
                                  018   8222       905      00        51.08          76.62          76.62
                                  018   8222       909      00                       65.22          65.22
                                  018   8222       911      00     1,474.01       2,011.07       2,011.07
                                  018   8222       921      00       189.04         189.04         189.04
                                            ** JOB TOTALS **       2,191.76  **   2,861.79  **   2,861.79  **

  K FALLS-COMPACTION TESTS       CONT NO        FA PROJ NOS                                              STATE
                                  018   8223       199      00         4.50           4.50           4.50
                                            ** JOB TOTALS **           4.50  **       4.50  **       4.50  **

  KLAMATH BASIN SNOW DRIFTERS-G CONT NO         FA PROJ NOS                                              STATE
                                  C18   8224       199      00       108.00         108.00         108.00
                                            ** JOB TOTALS **         108.00  **     108.00  **     108.00  **

  RND MOUNTAIN-LAKEVIEW-OSP      CONT NO        FA PROJ NOS                                              STATE
                                  019   8204       407      00                       33.40          33.40
                                  019   8204       594      00                       36.14CR       257.3[illegible]CR
                                  019   8204       631      00                                      79.72
                                  019   8204       641      00                                     1[illegible]0.00
                                  019   8204       900      00                    1,586.53       1,600.75
                                            ** JOB TOTALS **             **     1,583.79  **   1,586.53  **

  LAKEVIEW/LAKE COUNTY AIRPORT   CONT NO        FA PROJ NOS                                              STATE
                                  019   8205       407      00                        5.19           5.19
                                  019   8205       913      00                      431.28         431.28
                                            ** JOB TOTALS **             **       436.47  **     436.47  **

  HARRISON AV BR-ENGR MNTRNG     CONT NO       * FA PROJ NOS                                             STATE
                                  020   8201       000      00                                      3.25
                                  020   8201       594      00                                  4,500.00CR
                                  020   8201       900      00                                     2[illegible]5.68
                                  020   8201       901      00                                     104.11
                                  020   8201       905      00                                     550.08
                                  020   8201       906      00                                   1,050.74
```

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

PROJECT COST SUMMARY

Date - Dec. 3, 1979

Project: Klamath Falls/Lakview Hwy At Avalon st. Sec.

Highway: Klamath Falls-Lakview

Scheduled for Letting: Feb. 28, 1980

County : Klamath

Type of Project : By Others

Prefix : 18-8222

Completion Time : 90 Calendar Days

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic for ______	All Specified Lump Sum		$ 900
2.	Temporary Signs for ______	____ sq. ft.	$____	$ 820
3.	Flagmen for ______	____ hr.	$____	$ 880
4.	Traffic Signal Installation, Complete for ______	All Specified Lump Sum		$40,837
		Estimated Contract Cost		$ 43,437

ANTICIPATED ADDITIONAL ITEMS

Striping	$	
Signing	$	
Controller Testing	$ 1,250	
state Furnished Matl	$ 14,500	$ 15,250
	Engineering and Contingencies	$ 8582
	ESTIMATED PROJECT COST	$ 67,269

COMMENTS:

NOTED
DWAYNE HOFSTETTER

7021

20

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

November 29, 1979

J. H. Versteeg
Road Design Engineer

File 50701
Klamath Falls/Lakeview Highway at Avalon Street Sec.
Klamath Falls-Lakeview Highway
Klamth County

Attached is a description, an authorization, and prints for the subject project. Although this project does not appear on the current schedule of contract lettings, Traffic Section indicates an early award is desired.

ORIGINAL SI
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Descriptions Engineer

WHW:cj
Attachments

RECEIVED
NOV 30 1979
ROAD DESIGN
SECTION

____Versteeg____
____Anderson____
____Christensen____
____Olson____
____Sullivan____
____Terpin____
____Trout____
____Wakerlig____

Do Not File
Return To____
Bring Up____/____/____
Action____

91-8

2.

September 18, 1979

Basin Center Mall
F.D. & H.A. Ehlers
P.O. Box 428
Klamath Falls, Oregon 97601

Attn: F. D. Ehlers

Gentlemen:

Estimated cost of the preliminary engineering phase of the installation of a traffic signal on the Klamath Falls - Lakeview Highway at Avalon Street is $8,000.00.

Please make your check in the amount of $8,000.00, payable to the Oregon State Highway Division, and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

[illegible] 9-25-79

FFH:pf

bcc w/AD # 679: Verne Skoog - Please return completed AD # 679 when check is received.
Region 4 Federal Aid Engineer

9088

L.

September 12, 1979

Klamath County Board of Commissioners
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7125

Gentlemen:

Attached for your files is a fully executed copy of an agreement between the Department of Transportation, Highway Division, the Basin Center Mall, and Klamath County, concerning the installation of a traffic signal on the Klamath Falls-Lakeview Highway at Avalon Street to accommodate a commercial development.

We have forwarded a fully executed copy of this agreement to Frederick D. and Helen Ann Ehlers of Klamath Falls, and have retained a fully executed copy for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1979

IN REPLY REFER TO
FILE NO.:

Klamath County Board of Commissioners
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement between the Department of Transportation, Highway Division, the Basin Center Mall, and Klamath County, concerning the installation of a traffic signal on the Klamath Falls-Lakeview Highway at Avalon Street to accommodate a commercial development.

We have forwarded a fully executed copy of this agreement to Frederick D. and Helen Ann Ehlers of Klamath Falls, and have retained a fully executed copy for the Transportation Commission's files.

Sincerely,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

Requires advance deposit

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
July 25, 1979

FILE: PRE LOC

J R Hagedorn

FROM: J. R. Hagedorn
Region Federal Aid Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement
Klamath Falls-Lakeview Highway @
Avalon Street (MP 2.26)
Basin Center Mall
(Frederick D & Helen Ann Ehlers)

Enclosed is Order to Render Service with an $8,000. advance deposit check attached, an Authority for Survey and a draft copy of an agreement relative to the subject proposed installation.

The field estimates of cost for the Authority for Survey are:

Field survey	901	$1,000.
Utility	914	500.

Also enclosed is a letter from Klamath County stating their assent to assume the cost of electric power.

JRH:pw
Enclosures

RECEIVED
1979
TRAFFIC ENGINEERING

Form E-189—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Basin Center Mall
P.O.Box 428
Klamath Falls, OR 97601

Order No.

Date July 25, 1979

By: Frederick D. and Helen Ann EHLERS

Owners
(Official Capacity)

Prefix and account number to which work is to be charged 18-8222

Description and Location of Work To Be Performed or Materials To Be Furnished:

Advance deposit to cover PS&E for the installation of a traffic signal at the intersection of Klamath Falls-Lakeview Highway and Avalon Street (M.P. 2.26) in Klamath County. This intersection will be the main entrance to the Basin Center Mall.

Estimate of Quantities and Cost

Advance deposit of $8,000.00, ten percent of the total estimated cost of $80,000. for the signal installation. Basin Center Mall shall pay 100 percent of costs attributable to the project. The remainder to be paid prior to the State's awarding of contract.

Basis of Payment:
- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 8,000.

Deposit received by Secretary on

Authority from Requisitionist:
- ☐ Agreement dated
- ☐ Letter to , date
- ☒ Oral request to John Gunter, date 7-12-79

Department Authority:
- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☐ Head of department issuing order

Field information submitted by J. E. Holcomb in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing

---

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 4 Office Department

Signed J R Hagedorn
J. R. Hagedorn
Region Federal Aid Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

NOTED
JOHN L GUNTER

KLAMATH COUNTY
Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

July 13, 1979

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUL 18 1979 RDE
RSO REGION 4 RBE
ASSIGNED____________

Mr. John Gunter
District Engineer
State Highway Department
2557 Altamont Drive
Klamath Falls, OR 97601

Dear John:

I have had the opportunity to discuss, with the Board of Commissioners, the traffic signal proposed by Swan Lake Moulding Mfg., Co., at the intersection of Avalon and South 6th Street.

The Board of Commissioners has instructed me to let you know that Klamath County will not participate in any of the construction cost for this facility. We will, however, assume the power cost of the facility once it is completed and in operation.

I hope this information will assist you in the planning for your intersection.

Very truly yours,

Earl E Kessler

Earl E. Kessler
Director of Public Works

EEK/dw

P

1980 2nd & 3rd St. on Mosier-The 9089
Dalles Hwy. in The Dalles.
(Signals)

C&A 6620

10-20-78

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 1/14/83	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. M-4030(1)
COMPLETION DATE 2/20/81	ACCEPTANCE DATE BY CONTRACT AGENCY 10/29/81	TIME ELAPSED 140.4 %	CONTRACT TIME 240 calendar days
APPROVED EXTENSIONS 30 calendar days	LOCATION Streets within the City of The Dalles, Oregon		

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JAN 21 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

2nd ST. & 3rd ST. SIGNAL IMPROVEMENT (THE DALLES) SECTION
FAU 4030 (MOSIER/THE DALLES HIGHWAY)
Traffic Signals

This project provided for the improvements to signals at six intersections in the City of The Dalles.

The final cost of the project including engineering and all changes was $198,791.25. The final amount of the original contract items was $188,649.25 or a 0.6 percent underrun of the original contract amount of $189,817.00.

A final inspection of the completed work was made on June 17, 1981.

All participating work has been completed.

The contractor used 337 calendar days to complete the project. The contract provided 240 calendar days, and so, 97 days or $14,550 in liquidated damages were assessed the contractor. The contractor requested a time extension for suffecient time to complete the work. The State subsequently granted a 30 day time extension based on direct delays resulting from a strike at the pole manufacturer's plant. This reduced the liquidated damage assessment by $4,500 therefore, $10,050 liquidated damages remains as part of the final estimate.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Glenn K. Hossner	
TITLE Area Engineer	DATE 1/18/83	TITLE Field Operations Engineer	DATE 1/20/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

January 11, 1982

NOTED
H.S. COULTER

CON 5 #9089

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97404

RE: Time Extension Request
2nd St. & 3rd. St. Signal Improvement
Contract No. 9089
M-4030(1)

Gentlemen:

We have your letter of October 20, 1981 and its attached letter of October 5, 1981 from Pacific Union Metal. These letters contain none of the data requested in our July 16, 1981 letter and we must, therefore, presume that strike related rolling mill delays did not occur. We should also point out that delays claimed by Pacific Union Metal in their October 5, 1981 letter are not "bona fide" reasons for additional contract time. Production slowdown by employees, unavailability of labor, loss of night shift, and inability to attain full manufacturing capacity are all within the control of Pacific Union Metal and no additional contract time is granted for delays resulting from these.

The 30 day actual strike duration is a "bona fide" reason for additional contract time and was granted by our July 16, 1981 letter. Your request for "ripple" delays resulting from the strike is denied.

Sincerely,

T Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

bc. H. S. Coulter (att. 1 letter)
D. Allen "
R. Merritt "

RECEIVED
STATE HWY ENGR
JAN 12 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

Form 734-3123

✓ 9089

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon
December 14, 1981

FILE: CON 5
9089

W. Reid Meritt

FROM: W. Reid Meritt
Project Manager

TO: Dale D. Allen
Region Engineer
Bend, Oregon

SUBJECT: Supplemental Requestfor
Time Extension
2nd St. & 3rd St. Signal
Improvement (The Dalles) Sec.
Mosier-The Dalles Highway
Contract No. 9089

Reference is made to Mr. Jackmonds letter of July 16, 1981 to Hamilton Electric, a copy of which is attached, concerning submission of additional documentation for further consideration of time extension request of the above subject project.

Enclosed is correspondence received from Hamilton Electric containing what the believe to be additional documentation to support an increase in the extension of time granted on subject project.

As you will recall, the contractor requested an extension of time in the amount of 97 days and to date have been granted a total of 30 days, which was the length of time manufacturers facilities were shut down due to a labor strike.

It is noted that specific dates are not furnished as requested in Mr. Jackmonds letter.

However, it is still felt that contractor continually and diligently pursued acquisition of signal poles; that delays were caused by conditions beyond his control and that request for extension of time should be approved as initially submitted.

O.B. Jackmond

Concur with Reid. It appears that there are so many intangables that it would be virtually impossible to provide all the information you requested. Not granting requests such as this will just raise bid prices on our next job

Bob Pool
12-18-81

1-11-82

CTK -
Do not agree. See attached letter to contractor. We simply can't eliminate contract time for every strike.

cc Meritt

RDE RE RCE PLA FAE
RECEIVED GEO
RTE
RUE DEC 17 1981 RDE
REGION 4 RBE
RSO
ASSIGNED________

____ASHE____ RECEIVED ____OM____
____CAE____ ____CA____
____FOE____ DEC 21 1981 ____LE____
____QCE____ ____TC____
____SCS____ CONSTRUCTION ____FE____
____EEO____ BRANCH ____CP____

9089 L

11-5-81

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9089

L.

November 5, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 3
#9089

Gentlemen:

Contract No. 9089 awarded to Hamilton Electric, Inc. for 2nd Street and 3rd Street signal improvement in The Dalles, Wasco County, was completed on September 22, 1981 and accepted by the State Highway Division on October 29, 1981.

Final payment in the amount of $8,900 will be released to the contractor after November 10, 1981. The total contract amount is $178,651.25 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Lacek
Dale Allen

9089

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUL 17'81
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

July 16, 1981

In Reply Refer to File No. CON 5 #9089

Hamilton Electric, Inc.
P.O. Box 708
Eugene, OR 97440

Re: Time Extension Request
2nd St. & 3rd St. Signal Improvement
Contract No. 9089 FAP No. M-4030(1)

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 30 calendar days is granted for the direct delay resulting from a strike at the pole manufacturer's plant. Any additional delays beyond the actual duration of the strike are not adequately supported in the data you submitted. For example, the February 9 letter from MALCAR Associates infers that a 45-60 day delay was sustained at the rolling mill as a result of the strike. First, we don't know who MALCAR is and their letterhead without an address does little to lend confidence. Second, the only firm that can verify delays at the rolling mill is the mill itself. We will consider rolling mill delays resulting from the strike but in order to do so we need a statement from the rolling mill giving: date of receipt of original order; promised or expected delivery date for original order; date of "hold" notice from Pacific Union Metal to rolling mill; date of "release of hold" from Pacific Union Metal to rolling mill; actual shipping or delivery date; total calendar days order was delayed.

If you wish us to consider strike related rolling mill delays, please submit the above data to Resident Engineer Meritt. It will not be necessary to resubmit the time extension request forms with consent of surety since the forms previously submitted are adequate for the reconsideration.

I would caution that data relative to claimed delays must be from the person and/or firm with reason to have first hand knowledge of the actual delays.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr
cc: H. S. Coulter (w/att.)
Dale Allen "
W. Reid Meritt "
FHWA
Bob Church

FORM 81-734-3030

ASHE
CAE
FOE
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RECEIVED
JUL 14 1981
CONSTRUCTION BRANCH
OM
CA
LE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon 97058
June 18, 1981

FILE: CON 5
9089

W. Reid Meritt

FROM: W. Reid Meritt
Resident Engineer

TO: Dale D. Allen
Region Engineer
Bend, Oregon

SUBJECT: Request for Extension of time
2nd St. & 3rd St Signal
Improvement (The Dalles) Sec.
Mosier-The Dalles Highway
Contract No. 9089

Here for your consideration is Contractors Request for Increase in Number of Workdays to Conplete Construction Contract which requests that workdays be increased from contract amount to 240 days to 307 days and a subsequent letter of March 5, 1981 that the request be amended such that workdays be increased to 337 days.

Also attached is a chonology of events relating to delivery of traffic signal poles to project.

This contract was awarded on March 5, 1980.

Contractor placed order for traffic signal poles on March 14, 1980 and suppliers scheduled shipping date was September 2, 1980.

Contractor began work on project on June 9, 1980 in accordance with original contract schedule and worked until July 1, 1980, at which time traffic signal poles were needed for further progress and completion of project.

Traffic signal pole manufacturing plant was down due to labor strike from June 1, 1980 thru June 29, 1980.

Subsequent to settlement of strike, and in answer to inquiries and attempts by contractor to expedite delivery, the manufacturer advised contractor of proposed shipping dates for traffic signal poles of December 8, 1980, November 24, 1980, December 8, 1980 and December 22, 1980 in chronological order. The poles were received on the project on December 31, 1980.

Contractor began setting poles on January 5, 1981 and completed signal installation on February 20, 1981. This was a total of 47 calendar days, comparable to contractors original contract schedule of 63 days for this work.

day count started 3-21-80
stopped 2-20-81

Time used	337 days
contract time	240
excess time used	97 days

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUN [illegible] RDE
RSO REGION 4 RDE
ASSIGNED____________

7-16-81
CTK –
Extension of 30 C.D. is clearly warranted due to strike. "Ripple" delays are not properly documented. Suggest we grant 30 C.D. now and consider the "ripple" upon receipt of factual data supporting same.

Request for Extension of Time, 2nd St. & 3rd St. Signal Improvement
(The Dalles) Section

Contract 9089

Contractors justification of overrun of contract time for completion of project is inability to get delivery of signal poles due to signal pole manufacturing plant being down due to labor strike from June 1, 1980 thru June 29, 1980 inclusive. It is also contended that due to this strike the rolling mill in Ohio and other vendors, which supplies tapered tubing for signal pole and other materials, could not make delivery during the strike and that signal pole manufacturers orders for tubing and other materials were rescheduled to the bottom of the delivery lists. Thus increasing time required to get deliver of materials by an additional 45 to 60 days.

Contractor made numerous efforts to expedite delivey of traffic signal poles for this project, but the fact remains that delivery was not received until 120 days after initial scheduled date in early September 1980.

Thus it would appear that the delay was caused by factors beyond the contractors control and approval of request is recommended.

Bryant -

I concur with H Reid's analysis. Reasons for extension are 30 days for a strike and 67 days for fallout that resulted from the strike. The contractor did everything he could; the supporting data from suppliers indicates that resulting delays did in fact result from the strike, even if some prudent management probably would have eliminated some of them.

Bob Pond

2nd St. & 3rd St. Signal Improvement (The Dalles) Section
FAV (Mosiar/The Dalles Hwy)
Wasco County
Prefix No. 133-1026
Contract No. 9089

Chronology of Events Relatating to Traffic Signal Pole Delivery and Request for Extension of Time.

March 5, 1980	Contract awarded.
March 14, 1980	Contractor submitted order for poles to supplier.
March 21, 1980	Contract calendar day count began.
April 8, 1980	Contractor advised of revision in Pole No. 13. Contractor submitted shop drawings for poles, with exception of revision in Pole No. 13 for which the requested revision was acknowledged.
April 23, 1980	"Approved" or "Approved as noted" shop drawings for poles, except Pole No. 13, submitted to contractor.
April 24, 1980	Contractor submitted shop drawings for Pole No. 13 for approval. "Approved" or "Approved as Noted" shop drawing for poles, except Pole No.13, submitted to supplier by contractor.
May 8, 1980	"Approved as Noted" shop drawings for Pole No. 13 submited to contractor.
May 12, 1980	"Approved as Noted" shop drawings for Pole No. 13 submitted to supplier by contractor.
May 19, 1980	Letter from manufactuer to supplier confirming receipt of approved shop drawings and advising a preliminary shipping schedule of September 2, 1980.
June 9, 1980	Contractor begain footing construction.
June 17, 1980	Letter from manufactuer to supplier, advising of a strike involving their plant & union. Also advised of anticipated shipping date for poles as 16 - 18 weeks after end of strike.
June 23, 1980	Letter from contractor with copy of manufactuer letter of June 17, 1980 regarding delay in pole shipment due to strike.
June 27, 1980	Letter from contractor - duplicating letter of June 23, 1980.
July 28, 1980	Letter from manufactuer to supplier advising of new delivery date of 12/8/80
August 11, 1980	Letter from contractor to supplier requesting expedtious handling of order due to Contract Completion date of November 15, 1980.

con't
2nd St. & 3rd St. Signal Improvement (The Dalles) Section
Contract No. 9089

August 11, 1980	Letter from contractor along with copy of above mentioned letter advising of delayed delivery and probable request for extension of time.
September 2, 1980	Suppliers reply to contractors letter of 8/11/80 requesting expedited pole delivery.
September 11, 1980	Letter from contractor with copy of telex from manufacturer - no improvement seen in pole delivery schedule.
September 25, 1980	Manufacturers letter to supplier explaining delays in fabrication of order. Note: Letter indicates receipt of Drawings during a slow sown in production in anticipation of strike. Strike on May 31, 1980, production resumed, first week of july, did not reach full production until 2 weeks after strike ended. Lose of some experienced workers due to length of strike.
October 23, 1980	Letter from contractor with copy of factory rep's letter updating delivery date to November 24, 1980.
October 24, 1980	Letter from supplier to contractor with chronological list of their performance relative to this contract.
November 18, 1980	Manufacturers letter to supplier again reaffirming date of strike. Estimated shipping date for poles in week of December 8, 1980.
December 4, 1980	Manufacturersletter to supplier rescheduling delivery date. Explaination of delay, backlog of orders. Revised anticipated delivery date of December 22, 1980.
December 22, 1980	Contractor resumed work on project.
December 31, 1980	Traffic signal poles were delivered to project.
January 5, 1981	Request for Time Extension, form E320, contractors justification for 67 day extension.
January 16, 1981	OSHD Resident Engineers reply to request and contractor's justification for 67 day extension clarification requested. Contractors reasoning for month long strike weak for 67 day request.

con't
2nd St. & 3rd St. Signal Improvement (The Dalles) Section
Contract No. 9089

January 30, 1981	Malcan Associates (Field Represenative for Manufacturer) letter to supplier - confirming date of strike.
February 11, 1981	Contractor's letter to supplier stating January 30,1981 letter from Malcan did not answer why a month long strike made delivery longer by three months.
February 9, 1981	Field Rep for Pacific Union Netal, Malcan Associates, to supplier, Consolidated Electrical Distributors. More detailed than January 30, 1981 letter. Regarding reasons for late pole delivary as follows: 1. Vendors orders put on hold during strike since then can't be delivered durng strike 2. This places vendors orders behind all other orders 3. Being a specialty mill, time (45-60 day's) is lost awaiting arrival of rescheduled components.
February 20, 1981	Workday Count Stopped.

FILE: CON 5.9089

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

L

SECTION: 2nd - 3rd St. Traffic Signal Improvement (The Dalle

WEEK ENDING: May 16, 1981

SECTION PREFIX: 133-1026

HIGHWAY: The Dalles/Mosier

COUNTY: Wasco

NAME OF JOB: 2nd-3rd Street Traffic Signals

KIND OF WORK: Traffic Signals Installation

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 9089

FEDERAL AID PROJECT NUMBER: M-4030

DATE OF CONTRACT: March 5,1980

DATE WORK STARTED: June 9,1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED: 337

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 140

PROJECT AUTHORIZATION: $219,613.42

EXCLUSIVE OF ENGINEERING: $202,199.14

ENGINEERING AUTHORIZATION: $17,414.28

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $202,199.14

ENGINEERING COST TO DATE: $17,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 100 %

DATE PROJECT WAS COMPLETED: March 3, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

		WEATHER	Calendar ~~XXXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	10	Prtly cldy, Windy	0		
MONDAY	11	" " , Cool	0		
TUESDAY	12	Mostly Sunny	0		
WEDNESDAY	13	Cloudy, Warm	0		
THURSDAY	14	" , Cool	0		
FRIDAY	15	" "	0		
SATURDAY	16	" "	0		

RECEIVED
MAY 19 1981
CONSTRUCTION BRANCH

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	No Activity
MONDAY 11	No Activity
TUESDAY 12	No Activity
WEDNESDAY 13	No Activity
THURSDAY 14	No Activity
FRIDAY 15	No Activity
SATURDAY 16	No Activity

REMARKS

This Week: This office sent semi-final estimate to Region Wednesday, May 6, 1981

Contractor advised again on Thursday, May 7, 1981 that controller boxes will have to be painted and holes left by re moval of existing equipment will have to be plugged.

SIGNED W. Reid Meritt, Res. Eng'r. LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216 CONST.: orig and 2; Reg. 1; File 1

9084

L.

CON 5

DATE: April 14, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-4030(1)

Contract	9089 , Work Completed February 20, 1981
Project	2nd St. & 3rd St. Signal Improvement (The Dalles)
Highway	FAU 4030 (Mosier-The Dalles)
County	Wasco

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 6/25/84

CITY: THE DALLES AGREEMENT NO: 6620 PROJECT NO: M-4030(1)

CONTRACT NO: 9089 SECTION: 2nd St. & 3rd St. Signal Improvement

PRELIMINARY ENGINEERING (Prefix No. 133-1933):

Project Manager	$ 2,790.30
Final Design	201.28
Signing	2,379.74
Utility Liaison	11.20
Program Section	102.81
Specifications	760.72
Administrative Services	21.84
TOTAL PE COST	$ 6,257.89
Less Federal Funds	(5,367.39)
AMOUNT TO BE SHARED	$ 890.50

STATE SHARE: 50% of $890.50 = $445.25

CITY SHARE: 50% of $890.50 = $445.25

CONSTRUCTION (Prefix No. 133-1026):

Payment to Contractor	$94,350.63
Credit for Liquidated Damages	(5,025.00)
Interest	16.13
Construction Engineering	7,908.45
Signing	507.34
Program Section	148.72
Specifications	26.70
Salem Lab	72.34
Technical Services	153.54
Construction Section	157.79
TOTAL CONST. COST	$98,316.64
Less Federal Funds	(87,631.83)
AMOUNT TO BE SHARED	$10,684.81

STATE SHARE: 50% of $10,684.81 = $5,342.41

CITY SHARE: 50% of $10,684.81 = $5,342.40

SUMMARY:

City Share P.E. Cost	$ 445.25
City Share Const. Cost	5,342.40
TOTAL CITY SHARE	$ 5,787.65
City Advance Deposit	7,000.00
REFUND DUE CITY	$ 1,212.35

GEZ:pf

7317

133-1026
133-1933

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD	FROM	5/2/78
	TO	1/20/83

FEDERAL AID PROJECT NO.
M-4030(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 12,515.79	$ 6,257.89	85.77%	$ 5,367.39	$ 5,367.39	$ 0.00
198,862.95	99,412.17	88.15%	87,631.83	87,631.83	0.00
$211,378.74	$105,670.06		$92,999.22	$92,999.22	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4/26/83	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

1-19-84
TC TYPE
62

AMOUNT SUBMITTED	$ 0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2nd & 3rd Sts. Sig. Impr. (The Dalles) on Union, Washington & Laughlin Strs) Wasco County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 6,257.89	
	Construction					
	Type Code Y031					
	Traffic Signals					
	Formal Contract Payment Summary	Lump Sum			94,350.63	
	Construction Engineering					
	State	All Required			10,086.54	
	Liquidated Damages	All Required			(5,025.00)	
	Total Participating Construction Engineering				$ 5,061.54	
	Total Participating Construction Cost				$105,670.06	
	Nonparticipating Project Cost					
	Preliminary Engineering (State)	All Required			$ 6,257.90	
	Interest on Final Payments	All Required			32.27	
	Construction Engineering	All Required			10,092.74	
	Formal Contract Payment Summary	Lump Sum			94,350.62	
	Liquidated Damages	All Required			(5,025.00)	
	Total Nonparticipating Project Cost				$105,708.68	
	Total Project Cost				$211,378.74	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

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CCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   APRIL 1983          PAGE 898

                                                                             FISCAL           GRAND TOTAL
 DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE          TO DATE
                          130   1962     922     00 P 1                                            27.43
                          130   1962     923     00 P 1                                           591.39

                                       SUB TOTAL                                               11,491.30

                                       TOT     P1                                              11,218.57
                                       TOT     N1                                                 272.73
                                     ** JOB TOTALS **              **                **        11,491.30  **

                                                                                                            STATE
UPRRDIVISION ST (ELGIN)   CONT NO       FA PROJ NOS RRS 0089001 100                   .81CR      172.58CR
                          131   1943     296     00 N 9                               .81        172.58
                          131   1943     298     00 N 9

                                       SUB TOTAL

                          131   1943     905     00 P 1                               .90         57.00
                          131   1943     914     00 P 1                                          134.76

                                       SUB TOTAL                                      .90        191.76

                                       TOT     P1                                     90         191.76
                                     ** JOB TOTALS **              **                 90   **    191.76  **

                                                                                                            STATE
THE DALLES-2ND&3RD STREETS CONT NO 0000 * FA PROJ NOS H   4030001 100                          7,000.00CR
                          133   1933     295     00                                           12,000.00
                          133   1933     295     00 N 9                                        7,000.00
                          133   1933     296     00                                           17,367.39CR
                          133   1933     296     00 N 9       11.46            360.61          5,367.39
                          133   1933     298     00 N 9       11.46CR          360.61CR

                                       SUB TOTAL

                          133   1933     901     00 P 1 Proj. Mgr.                             2,780.30
                          133   1933     905     00 P 1 Fin Des.                                 201.28
                          133   1933     911     00 P 1 Signing 6,257.90CR      6,257.90CR     2,379.74
                          133   1933     911     00 N 9 "       6,257.90        6,257.90       6,257.90
                          133   1933     914     00 P 1 Ct. Liaison                               11.20
                          133   1933     920     00 P 1 Proj. Mgmt                               102.81
                          133   1933     921     00 P 1 Sp. 69   26.70CR           26.70CR       760.72
                          133   1933     922     00 P 1 Adm. Serv                                 21.84

                                       SUB TOTAL                 26.70CR           26.70CR    12,515.79

                                       TOT     00                                              6,257.89
                                       TOT     P1             6,284.60CR        6,284.60CR     6,257.90
                                       TOT     N9             6,257.90          6,257.90      12,515.79  **
                                     ** JOB TOTALS **            26.70CR**         26.70CR**
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          MAY 1984         PAGE  180

                                                                                      FISCAL         GRAND TOTAL       ACTIVE YRS
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH       YEAR TO DATE          TO DATE        BEG     END
                             131     1008      950     00 P 1        173.60             173.60             732.67    81      84
                             131     1008      950     00 N 1        173.60CR           173.60CR                     81      84
                                               TOT        P1         173.60          11,692.38         123,942.43
                                               TOT        N1         173.60CR           173.60CR           252.35
                                          ** JOB TOTALS **                    **     11,518.78   **    124,194.78  **

 BLUE MT SUMMIT-ELGIN        CONT NO         FA PROJ NOS FLH 0089004  72 FH  0089004                                   STATE
                             131     1020      900     00 P 1        474.98             474.98             474.98    84      84
                             131     1020      921     00 P 1        371.53             371.53             371.53    84      84
                             131     1020      944     00 P 1         25.17              25.17              25.17    84      84
                                               TOT        P1         871.68             871.68             871.68
                                          ** JOB TOTALS **           871.68  **         871.68   **        871.68  **

 2ND & 3RD STS(THE DALLES)   CONT NO 9089 * FA PROJ NOS M   4030001 100                                                 STATE
                             133     1026      201     00 P 1  Pay Cont.                                 94,350.63    80      83
                             133     1026      201     00 N 9                                            94,350.62    83      83
                             133     1026      203     00 P 1  Cr. Liq. Dam                               5,025.00CR  81      83
                             133     1026      203     00 N 9                                             5,025.00CR  83      83
                             133     1026      206     00 N 1  Int.                                          16.13    81      83
                             133     1026      206     00 N 9                                                16.14    83      83
                             133     1026      296     00 N 9                                            87,631.83CR  80      83
                             133     1026      298     00 N 9                                            87,631.83    80      83
                             133     1026      900     00 P 1  Const Engr.                                8,801.52    80      83
                             133     1026      900     00 N 1                                             1,125.01CR  80      83
                             133     1026      900     00 N 9                                            11,204.55    83      83
                             133     1026      911     00 P 1  Signing                                      507.34    81      81
                             133     1026      920     00 P 1  Prog Sec.                                    148.72    80      80
                             133     1026      921     00 P 1  Specs                                         13.35    83      83
                             133     1026      921     00 N 1                                                13.35    83      83
                             133     1026      940     00 P 1  Salem Lab                                     72.34    81      81
                             133     1026      944     00 P 1  Tech. Serv.                                  153.54    82      82
                             133     1026      945     00 P 1  Const.                                       157.79    81      83
                             133     1026      948     00 P 1  Int. Const. Engr.                            231.94    81      81
                                               TOT        P1                                             99,412.17
                                               TOT        N1                                              1,095.53CR
                                               TOT        N9                                            100,546.31
                                          ** JOB TOTALS **                    **                 **     198,862.95  **

 DENNY RD INTCHGE-BEAVERTON  CONT NO 8558 * FA PROJ NOS F   0079003 100                                                 STATE
                             134     1006      201     00 P 1                                         3,786,738.37    77      82
                             134     1006      201     00 N 1                                            24,631.66    78      82
                             134     1006      203     00 P 1                                            70,000.00CR  79      80
                             134     1006      206     00 N 1                                               628.72    82      82
                             134     1006      208     00 N 1                                                20.67CR  82      82
                             134     1006      270     03 P 1                                             7,769.01    78      80
                             134     1006      270     04 P 1                                             1,146.29    78      79
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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP	FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
317-2516	1	M	-3650-002	79,362.00	92,346.52	92,198.63	88.18	81,300.75	79,362.00	1,938.75 B	
315-1094	1#	M	-3920-001	237,304.73	281,916.58	276,578.94	85.80	237,304.73	237,304.73		
315-1938	1#	M	-3920-001	22,209.20	26,065.26	25,884.85	85.80	22,209.20	22,209.20		
		PROJ	TOTALS	259,513.93	307,981.84	302,463.79		259,513.93	259,513.93		
315-1003	1	M	-3920-002		376.89	376.89	85.80	323.37		323.37 A	
315-2519	1	M	-3920-002	11,700.62	13,690.19	13,646.91	85.80	11,709.05	11,700.62	8.43 B	
		PROJ	TOTALS	11,700.62	14,067.08	14,023.80		12,032.42	11,700.62	331.80	
315-1956	1#	M	-3920-003	38,936.55	45,636.56	45,380.60	85.80	38,936.55	38,936.55		
315-2523	1	M	-3920-004	142,800.00	140,098.46	138,808.62	88.15	122,359.80	122,295.81		63.99
315-1022	1#	M	-3920-005	201,983.65	241,116.99	229,058.35	88.18	201,983.65	201,983.65		
315-1022	8#	M	-3920-005	33,918.45	38,493.05	38,465.02	88.18	33,918.45	33,918.45		
		PROJ	TOTALS	235,902.10	279,610.04	267,523.37		235,902.10	235,902.10		
>133-1026	1*	M	-4030-001	87,631.83	98,316.64	99,412.17	88.15	87,631.83	87,631.83		
>133-1933	1*	M	-4030-001	5,367.39	6,257.89	6,257.89	85.77	5,367.39	5,367.39		
		PROJ	TOTALS	92,999.22	104,574.53	105,670.06		92,999.22	92,999.22		
333-1931	1#	M	-4031-001	26,125.40	30,459.83	30,459.83	85.77	26,125.40	26,125.40		
333-2510	1#	M	-4031-002	63,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54		
333-1028	1	M	-4031-003	328,248.00	369,241.90	369,009.19	88.15	325,281.60	325,281.60		
304-1950	1#	M	-4350-001	15,730.16	18,130.09	17,838.69	88.18	15,730.16	15,730.16		
304-1040	1	M	-4350-002	101,541.00	131,144.34	123,028.95	81.83	100,674.59	100,674.59		
236-1083	1*	M	-4430-001	281,166.44	319,289.68	318,855.12	88.18	281,166.44	281,166.44		
236-1961	1*	M	-4430-001	21,108.70	25,049.38	24,610.82	85.77	21,108.70	21,108.70		
		PROJ	TOTALS	302,275.14	344,339.06	343,465.94		302,275.14	302,275.14		
336-1963	1	M	-4545-001	28,294.00	24,417.81	24,357.12	85.77	20,891.10	20,655.42		235.68
331-1947	1#	M	-4620-001	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
331-1012	1	M	-4620-002	206,063.00	251,938.72	250,814.85	81.83	205,241.79	205,241.79		
331-1012	8	M	-4620-002	45,500.00	54,962.58	54,961.07	81.83	44,974.64	44,974.64		
		PROJ	TOTALS	251,563.00	306,901.30	305,775.92		250,216.43	250,216.43		
>331-2509	1#	M	-4645-002	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		

9089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wasco
MODIFICATION NUMBER 1	April [illegible] 80	Project Number M-4030(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 27, 1978,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000.00	$ 115,470.00
Federal funds	$ 11,150.00	$ 101,784.00
Other revisions		

This modification is made for the following reasons:

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of April, 1980.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By ______________________

Assistant State Highway Engineer
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

G- Files

Oregon State Highway Division
Salem, Oregon, March 11, 1980

Federal Aid Project
No. M-4030(1)

2nd St. & 3rd St. Signal Impr. (The Dalles) on
Union, Washington & Laughlin Strs.
Wasco County

Revised Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 13,000.00
Type Code Y031 Traffic Signals			
Temporary Protection and Direction of Traffic	All Required		$ 1,910.00
Temporary Signs	228 Sq.Ft.	$ 4.50	1,026.00
Flagmen	80 Hour	5.00	400.00
Traffic Signal Installation, Complete	All Required		186,481.00
			$189,817.00
Anticipated Items			
Permanent Pavement Striping	All Required		$ 2,200.00
			$ 2,200.00
	Subtotal		$192,017.00
	Engineering		24,448.00
	Engineering (Sig. Cont. Testing)		1,475.00
	Total		$217,940.00

Length of Project . . . . 0.00 mi.

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	50% State Participation	Federal Participation	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 13,000	$ 6,500	$ 6,500	$ 5,728	$ 386	$ 386
Traffic Signals	217,940	108,970	108,970	96,056	$6,457	6,457
Total	$230,940	$115,470	$115,470	$101,784	$6,843	$6,843

Group 1	100%
Contract No.	9089
Prefix:	133-1933
Prefix:	133-1026

STATE COPY OMB No. 04-R2089

(TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-282	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 9-27-78	State Oregon
		County Wasco
		Project No. M-4030 (1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Sts., 2nd & 3rd Sts. (The Dalles)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-12-78	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 85.77%

ESTIMATED TOTAL COST OF PROJECT $ 13,000.00	FEDERAL FUNDS $ 11,150.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon September 20, 1978

Federal Aid Project
No. M-4030 (1)

Union, Washington & Laughlin Sts. @
2nd & 3rd Sts. (The Dalles) Section
in Wasco County

Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
	TOTAL	$13,000.00

Length of Project -------------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 13,000.00	$11,150.00	$ 925.00	$ 925.00
Retain in Program (Traffic Signals)	137,000.00	82,840.00	6,872.00	47,288.00
TOTAL	$150,000.00	$93,990.00	$7,797.00	$48,213.00

Group 1 - 100%
Prefix: 133-1933
P.E.-Prorata - 85.77

9089

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-4030(1)
Signal Improvement, The Dalles
Concurrence in Award

Date: March 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR/422.1

To: Mr. H. S. Coulter, State Highway Engineer

NOTED
H. S. COULTER

We recently concurred in the award of the subject project although the low bid was 8.9 percent over the engineer's estimate. In your justification for awarding the contract to the low bidder, although it was in excess of the 7 percent guideline, the statement is made that the engineer's estimate was made in mid-1979 before numerous additions of work were made.

As you are aware, bids in excess of 7 percent of the engineer's estimate must be justified before we can concur in them, and the practice of using out-of-date estimates can only aggravate this situation. We suggest that you could eliminate this paperwork by having a current estimate made just prior to advertising a project.

I would appreciate your comments.

G. L. Green

Send cc G. L. Green
Mosting
Hunter
Kearney
"You are right & we will"

RECEIVED
STATE HWY ENG
MAR 12 '80
REFER TO
FOR
Info Inves [illegible] [illegible] [illegible] Act File

— ORIGINAL —

9089

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 6 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.:

March 5, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration

Dear Sir:

Tentative concurrence is requested in the award of contract for the 2nd and 3rd Street Signal Improvement (The Dalles) on Union, Washington and Laughlin Streets, Project No. M-4030(1).

Hamilton Electric, Inc. submitted the low bid of $189,817.00, which is $15,619.00 or 8.9% over the Engineer's estimate of $174,198.00. Five other bids were received in the amounts of $190,728.00, $194,497.00, $200,590.00, $207,560.00 and $223,331.00.

We have reviewed the Engineer's estimate along with the six bids received and find that our estimate was $15,525.00 too low. The Engineer's estimate was made in mid 1979 before numerous additions of work were made, which include, pole extentions, covers for brackets, luminair arms, rock foundations, and a temporary wood pole. These additions add up to the $15,525.00 previously mentioned.

We feel it is in the public interest to award the contract to the low bidder because the six bids received are a good response to our advertising and they are closely grouped in the amounts bid. We believe we would not receive more or lower bids by readvertising than the six bids we now have. In additon, we would by necessity, increase the estimate by the amounts of the items omitted and an allowance for inflation, making an anticipated higher cost for the project if we rejected the low bid.

Your favorable reply is requested. Attached is a copy of the bid tabulations and any further information requested will be furnished.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DRH:bke
cc: H.S. Coulter
E.L. Johnson

Form 734 3122

March 4, 1980

CON 4

City of The Dalles
City Hall
The Dalles, Oregon 97058

Attn: John B. Thomas
City Clerk

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Hamilton Electric Inc., P.O. Box 708, Eugene, Oregon 97440 for traffic signal installation on 2nd Street and 3rd Street Section, FAU 4030. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$189,817.00
Permanent Pavement Striping	$ 2,200.00
Signal Controller Testing (Engineering)	1,475.00
4 1/2% Contingencies	8,707.14
9% Engineering	17,414.28
ESTIMATED CONSTRUCTION COST	$219,613.42
Estimated Preliminary Engineering	14,000.00
State's Agreed Share	-116,806.71
BALANCE	$116,806.71

City's Advance Deposit:

6% of $116,806.71 = $7,008.40 or say	$ 7,000.00
Less Advance Deposit paid 9-14-78	-14,000.00
BALANCE DUE CITY	$ 7,000.00

This project is being awarded based on your verbal approval to John Hagedorn, Region 4 Federal Aid Engineer, Bend, Oregon on February 29, 1980.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

3-5-80
will award as
soon as feds Approve.
it

FTH:pf

bcc w/Invoice: Region 4 Federal Aid Engineer, John Hagedorn
Vern Skoog - Please return Advance Deposit to City in accordance with attached Invoice.

4

9089

L

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-6-80

FEDERAL AID PROJECT NO. -4030(1)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80273

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR
Info | Inves | R/D | /R | Sign | Act | File

2-25

DATE PS&E APPROVED 2/6/80

DATE AUTHORIZATION EFFECTIVE 2/6/80

FEDERAL ROUTE NUMBER FAU

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Union, Washington & Laughlin Streets at 2nd and 3rd Streets (The Dalles) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent pavement striping
S.F. $2,200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/1/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $200,211 Federal Funds $93,970.

A signed copy of the Title Sheet is returned herewith.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

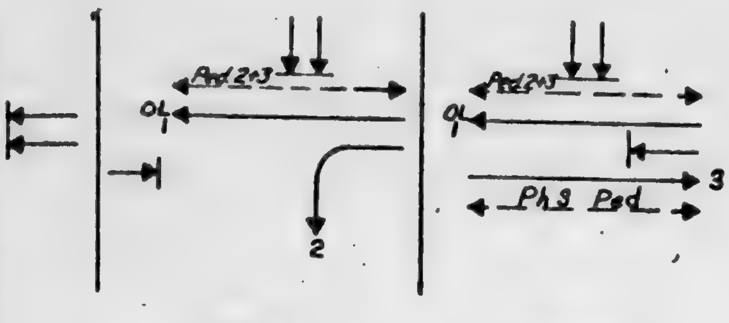
TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976 631-885

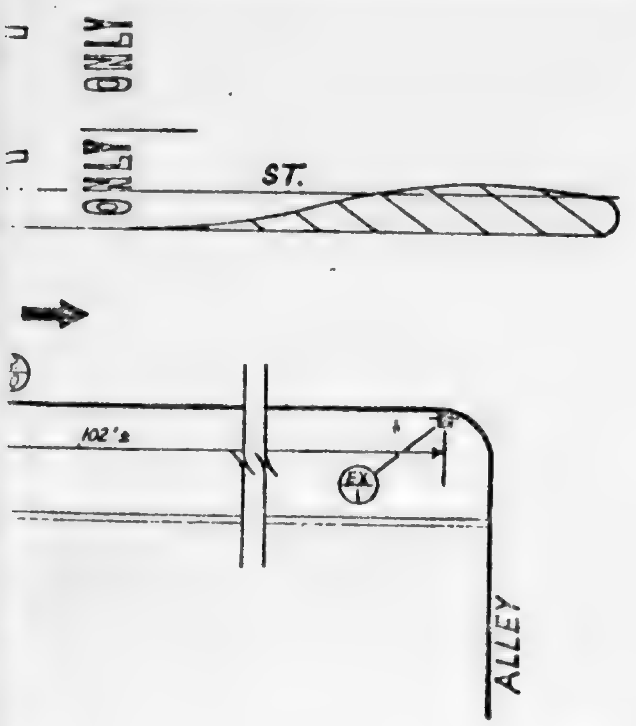
SIGNAL INSTALLATION PLAN
UNION AT 3RD ST.



Phase 2 Phase 3

NORMAL OPERATION SEQUENCE
OL1 - Ph 2 + Ph 3

PRELIMINARY COPY
SUBJECT TO CHANGE
JAN 30 1980



L E G E N D

EX/1	Existing power pole (power source)
X-N/G	Install (X)-(N) wire No. (G) control cable
39	Install 3/8" galvanized messenger cable
40	Install 1/4" galvanized tether cable
54	Install service cabinet w/40 amp SPST breaker & 30 amp SPST breaker
MS	Install 120-volt meter service
C	Install solid-state pre-timed controller in pole mounted cabinet
SP	Install 26', 3 ga., 11" O.D. (Nom.) steel strain pole
TC	Install terminal cabinet
V/Ph	Install (Ph) phase vehicle signal)
PV/Ph	Install (Ph) phase programmed vehicle signal
P/C	Install modified Type C pedestrian signal
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS/6L	Install interior-illuminated "NO LEFT TURN" sign
OS/EY	Install interior-illuminated through arrow "ONLY" sign

N = Number of conductors
X = Number of cables
12"R, 12"Y, 12"GLTA
L = Length shown
Ph = Phase shown
G = AWG wire size shown
12"R, 8"Y, 8"G

SPL	Install 26', 3 ga., 11" O.D. (Nom.) steel strain pole w/pole extension for luminaire arm (mtg at 30'). cover arm mtg bracket w/gasket & 1/8" steel plate.
LA	Install (L) foot luminaire arm (By others - City)

Note:
Luminaire arms to be furnished by contractor and delivered to City shops. Installation will be by City forces at a later date. Paint No of pole on arm base plate.

Vernon B. Tenneson
CITY APPROVAL
2 11 80
DATE

NDATION DATA	
ATION TH	VERTICAL REINFORCEMENT
1"	8 No. 6 bars, grade 40 or 60
(."	8 No 6 bars, grade 40 or 60
6"	8 No. 6 bars, grade 40 or 60
6"	8 No. 6 bars, grade 40 or 60

No. 10 control cable shall be wired
cabinet to the pole terminal cabinets
be tagged "Street light circuit."

N

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
2ND ST. & 3RD ST. SIGNAL IMPROVEMENT (THE DALLES) SEC.
FAU 4030 (MOSIER / THE DALLES HWY.)
WASCO COUNTY

August 1979
ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1488, 34606, 4658, 4659, 4660, 4661, 4662, 4663 & 4664.

5/15/79

H

T.E. DWG. NO. 4657

```
UPPR@DIVISION ST (ELGIN)      CONT NO         FA PROJ NOS RRS 089001 100
                              131    1943     905     00 P 1                                 56.10             56.10
                                              TOT     P1                                     56.10             56.10
                                           ** JOB TOTALS **                   **             56.10  **         56.10  **

                                                                                                               STATE
THE DALLES-2ND&3RD STREETS    CONT NO         FA PROJ NOS M   030001 100
                              133    1933     295     00 N 9                                                12,000.00
                              133    1933     296     00 N 9        1,068.66CR            5,062.91CR        22,402.67CR
                              133    1933     298     00 N 9        1,068.66              5,062.91          10,402.67
                                                                                                             2,780.30
                              133    1933     901     00 P 1                                201.28             201.28
                              133    1933     905     00 P 1           25.54              3,374.45           8,636.[illegible]
                              133    1933     911     00 P 1                                 11.20              11.20
                              133    1933     914     00 P 1                                  7.50              19.64
                              133    1933     920     00 P 1          173.42                661.95             661.95
                              133    1933     921     00 P 1                                 17.12              17.12
                              133    1933     922     00 P 1                              4,273.50          12,327.53
                                              TOT     P1              198.96              4,273.50          12,327.53
                                           ** JOB TOTALS **           198.96  **          4,273.50  **      12,327.53  **

                                                                                                               STATE
OERR@BEAVTN-TUALATIN HWY      CONT NO         FA PROJ NOS RRS 091005 100
                              134    1903     905     00 P 1                                 51.04              51.04
                              134    1903     920     00 P 1                                  3.00               3.00
                              134    1903     923     00 P 1                                 65.00              65.00
                                              TOT     P1                                    119.04             119.04
                                           ** JOB TOTALS **                   **            119.04  **         119.04  **

                                                                                                               STATE
CUMMINGS HILL UXING-NEHALEM H CONT NO       * FA PROJ NOS ROS 00S003 100
                              134    1905     296     00 N 9                                                   164.34CR
```

```
TOTAL TO DATE JOB COST SUMMARY                                               JANUARY 1980         PAGE  449

                                                                                FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE        TO DATE
                              134    1905     298     00 N 9                                           164.34
                              134    1905     905     00 P 1                                           169.21
                              134    1905     906     00 P 1                                              .72
                              134    1905     913     00 P 1                                            12.67
                                              TOT     P1                                               182.60
                                           ** JOB TOTALS **                **                **        182.60  **

                                                                                                           STATE
SW HALL BLVD@SW LOCUST        CONT NO         FA PROJ NOS HES 091007 100
                              134    1914     920     00 P 1        14.07            14.07               14.07
                                              TOT     P1            14.07            14.07               14.07
                                           ** JOB TOTALS **         14.07  **        14.07  **           14.07  **

                                                                                                           STATE
PROGRESS INTCHGE OFF-RAMP     CONT NO       * FA [illegible] J NOS M  234001 100
                                                                                19,472.72CR          45,212.72CR
```

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 5309, BEND, OREGON 97701 PHONE 382-1911

January 31, 1980
In Reply Refer to
File No.:

133-1933
2nd. & 3rd.St.Signals
The Dalles-FAUS Project

Mr. Del Cesar, City Manager
City Hall
The Dalles, OR 97058

Dear Sir:

During the 6-Year Highway Improvement Plan meeting at Hood River November 20, 1979, Rex Kniesteadt requested that the State Highway Division fund the project rather than use FAUS funds.

State Highway Engineer, H. S. Coulter, has advised that the State will participate in fifty percent of the total cost of the project. The remaining half of the cost will then be funded under the FAUS program, 88% Federal, 6% ~~County~~ CITY DC, and 6% State.

If this meets with your approval, please acknowledge in the below provided space and return to this office.

Yours very truly,

J. R. Hagedorn
Region Federal Aid Engineer

JRH:pw

Approved 2-11-80 Date

Del Cesar

City Mgr.
Title

cc: Rex Kniesteadt
H.S. Coulter

Form 734-3122

91-7

The Dalles

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 28, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 28, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. M-4030(1)   Highway No. 292 - State

Federal-aid Project Name 2nd St. & 3rd St. Signal Improve. (The Dalles)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

9084

2.

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701 133-1933

TO: H. S. Coulter
Highway Engineer

DATE: January 16, 1980

FROM: Dale D. Allen
Region Engineer

Subject: 2nd. & 3rd. St. Signals
(The Dalles)

During our Six Year Plan Meeting at Hood River, November 20, 1979, Rex Kniesteadt, Wasco County Roadmaster, requested that the State fund the project rather than use FAUS funds.

I understand that you and Don Harwell subsequently discussed the matter and a tentative decision was made whereby the State would fund 50% (as per attached sheet).

Project Management delayed the letting date for 30 days, pending the final decision. Buzz Swan phoned this date asking if written approval had been obtained. Your approval is requested.

DDA:pw
Enclosures

cc: D.E.Swan

Proceed

[illegible] 1-25-80

RECEIVED
STATE HWY ENGR
JAN 17 '80
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sig Act File

2.
R

2d and 3d St. Signals
The Dalles

Current distribution of federal funds:

Mill Creek Bridge	$ 78,720	
Snipes St. PE	27,520	
2d and 3d St. Signals PE	5,280	(88% of $6,000 - ½ of Est. PE)
2d and 3d St. Signals Const.	92,400	(88% of $105,000 - ½ of Const. Est.)
Total	$203,920	

Total funds available:

Allocated through 1979	$302,278
5 Year advancement	237,020
1980 allocation	47,404
Total	$586,702

Funds available	$586,702	
Current distribution	- 203,920	
Federal funds available for Snipes St.	$382,782	
State and Local Match	45,934	(12%)
Total project funds available	$428,716	

Est. of entire Snipes St. Project	$572,000
Total project funds available	- 428,716
Short:	$143,284

Total project funds available	$428,716
Estimate of short project (6th to 8th Sts.)	- 350,000
Long:	$ 78,716

OK

Date Nov 26, 1979 PROJECT MANAGEMENT OFFICE MEMO

Subject 2nd & 3rd St signal project (The Dalles) File No.

Received [✓ (call)] (visit) from Dale Allen

Address

Made (call) (visit) to Phone

Reason for contact and general discussion: Dale said at Tuesday's hearing the City requested State funding for this FAU programed project. They want to use the FAU funds for Dufur Ave project. Until funding can be determined he would like the signal job set back for one month for letting in January. Est. cost of signal work is $210,000. Ads for project will be released this Wednesday. Need decission on whether to reschedule to January. And how we want to secure Commission approval for State funding.

Coulter says reschedule for 24 January 80

Signature Steve Macnab

11-27-79 Macnab advised Specs & they will reschedule. L

File ( ) ([illegible]) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

The Dalles

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 11/20/79
Donald L Rout

12-20-79
~~9-20-79~~ Bid Letting ______ All Clear Deadline

SECTION 2nd & 3rd St. Signal Improve. (The Dalles)
Highway City Streets
County Wasco Region 4
Type of Work Traffic Signals Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter		☒			☒	Non-major

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☒					
Cultural Salvage	☒					

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒					

7-27

The Dalles

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 20, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening December 20, 1979

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. M-4030(1)

Highway No. 292 - State

Federal-aid Project Name 2nd St.-3rd St. Signal Impro. (The Dalles)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RJH:jk

RECEIVED
[illegible] 1979

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 5309 BEND, OREGON 97701 PHONE 382-1911

October 4, 1979

In Reply Refer to File No.: 4030

Second and Third Street Signals
The Dalles, OR

Mr. Del Cesar, City Manager
City Hall
The Dalles, OR 97058

Dear Del:

Pursuant to our phone conversation of 10/3/79, I contacted Bill Zirbes of our Salem Traffic Unit. He will re-work the project, as per our suggestion, to allow the City to remove the old poles as its' time and money permits.

Financially, the signal project and the Snipes Street project appears to be as follows:

Current distribution of federal funds:		
Mill Creek Bridge	$78,720.	
Snipes St. P.E.	27.520.	
2d. & 3d. St. Signals	210,000.	
Total:	$316,240.	
Total funds available:		
Allocated thru 1979	$302,278.	
5 Yr. Advancement	237,020.	
1980 Allocation	47,404.	
Total:	$586,702.	
Funds Available	$586,702.	
Current distribution	-316,240	
Fed. Funds available for Snipes St.	270,462.	
State & County match	36,538.	
Total Pruject Funds Avail	$307,000	
Est. of entire Snipes St. Project		$572,000.
Total Project Funds Available		-307,000.
Short:		$265,000.
Est. of short Project (6th to 8th)		$350,000.
		-307,000.
Short:		$ 43,000.

Please contact me if you have any questions.

Yours very truly,

John R. Hagedorn
Region Federal Aid Engineer

JRH:pw
cc: Rex Kniesteadt, Bill Zirbes, D. E. Swan

Form 734-3122

90x9

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AN[illegible]OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-4030(1)

STATE .CT NO. See below

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80273

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 25 '79
REFER TO
FOR

DATE PS & E APPROVED 7-16-79	DATE AUTHORIZATION EFFECTIVE 7-16-79	FEDERAL ROUTE NUMBER FAU 4030 STATE ROUTE NUMBER City STreet

GENERAL LOCATION:
Union, Washington & Laughlin Sts. at 2nd and 3rd Sts. (The Dalles)

GENERAL DESCRIPTION OF WORK:
Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-12-79 you are authorized to proceed with actions necessary to advance the physical construction of the subject project.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $209,200 Federal Funds $184,410.

DATE 7-16-79	SIGNATURE OF APPROVING OFFICIAL G. K. H	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

9084

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 12, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT PS&E Data Submission
Item No. 80273
Project No. M-4030(1)
2nd St., 3rd Street (The Dalles)
Wasco County

We are forwarding PS&E documents for early PS&E approval of the subject project in the amounts tabulated below.

It is the Oregon State Highway Division's intention to receive bids for this project on Sept. 20, 1979, but request early PS&E approval at this time. Right-of-way, utility and other Environmental Certification and Status Reports will be submitted at the time we request advertising authorization.

P.E.	Federal Funds (88.15%)	$ 11,150
Signals	Federal Funds (88.15%)	188,408
	State Funds	11,321
	City Funds	11,321
	Total Cost	$222,200

DAR:dmc
Attachments
cc: E. S. Hunter
W. J. Hart
J. H. Versteeg

RECE[illegible]
TECHNICA[illegible]
JUL 1[illegible]

Form 734-3122

733

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-4030 (1)
Project Name Union, Washington & Laughlin St. @ 2nd & 3rd Str.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property has been or will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 19th day of June, 1979

City of The Dalles

Mayor

City ~~Recorder~~
City Clerk

Certified By:

Regional Right-of-Way Supervisor
Date June 22, 1979

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

April 16, 1979

Department of Transportation
Highway Division
P.O. Box 1249
Bend, Oregon 97701

ATTENTION: John Hagedorn
Region Federal Aide Engineer

Dear John:

This letter will be a varification of our agreement that the City of The Dalles can proceed with their 2nd and 3rd Street Project ahead of Wasco County's Snipe Street Road Project (FAUS).

Thank you for your consideration in this matter.

Sincerely,

Rex Kniesteadt
County Roadmaster

RK:jh

Prange
Johnst

cc: Traffic Section
Sent. 5-1-79

[illegible] RTE FLA RPE
RECEIVED
RTE GEO
RUE [illegible] 1979 RDE
RSO [illegible] RBE
ASSIGNED____________

PROJECT MANAGEMENT OFFICE MEMO

Date 4-16-79

Subject 2ND & 3RD ST. SIGNALS - THE DALLES File No.

Received ~~(call)~~ (visit) from

Address

Made (call) ~~(visit)~~ to Zirbes Phone

Reason for contact and general discussion: Bill says they have field Survey and have been proceeding "GO SLOW" on orders from Wimer due to funding uncertainty. Discussed with Jerry and advised Bill to proceed as though funding is clear. We are anticipating a written confirmation of a verbal committment, by County, that signal should precede Snipe Ave project.

Signature Gary E. Zehner

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

LOCATION ENGINEER'S REPORT
2ND AND 3RD STREET (THE DALLES) TRAFFIC SIGNALS
MOSIER - THE DALLES HIGHWAY
WASCO COUNTY
PREFIX NO. 133-1933

This project is to provide data for upgrading traffic signals at six intersections within The Dalles, Oregon under the Urban System Program. These intersections being the intersections of both 2nd Street and 3rd Street with Union, Washington and McLaughlin Streets. Both 2nd and 3rd Streets are a portion of the Urban System network and have been designated as Federal Aid Urban route 4030.

The City of The Dalles advises that the existing signal system is reported to be in poor condition which results in numerous problems with electrical circuits and difficulty in getting parts for equipment repair and maintenance.

EXISTING STRAIN POLES AND ANCHORS

It is recommended that existing strain poles and/or footings be used where possible to decrease project costs and eliminate damage to existing facilities. Existing foundations are in good condition.

Table on vicinity map shows distances from top of sidewalk to top of existing poles, to existing messenger and control cables and to lower wires which are either fire alarm or Christmas tree light circuits.

When existing signal system was installed, existing luminaire poles were used as strain poles. Sketch on Sheet No. 6 of vicinity maps show detail of base and mounting to footings. The bases are not a solid base plate. I was not able to locate any details on footings for these luminaire poles.

The luminaires are apparently served by buried electrical circuits but I was not able to find any details as to location of circuits.

Strain pole and footings installed on existing system are assumed to have been standard at the time of installation.

On Sheet 5 of available plans for existing installation, a copy of which is enclosed with survey data, it is noted that a special pole foundation for basement installation was constructed for strain pole at west corner of 2nd St. and Union St. intersection. It is especially recommended that this footing be used if possible.

Spacing for anchor bolts on existing pole footings are detailed on vicinity maps.

REC'D. 2-14-79

POWER SOURCE

A vicinity map of existing electric power lines in alleys between 2nd and 3rd Streets is included in survey data submitted.

These lines originally belonged to Pacific Power and Light Company. Northern Wasco County PUD recently purchased Pacific Power and Light Co. facilities, consequently these facilities now belong to Northern Wasco County PUD who will be the source of power for installation.

Existing power sources are shown on vicinity maps. Dependent on final design for system, the power sources may be altered as necessary.

WHEELCHAIR RAMPS

Wheel chair ramps exist on a portion of intersections, as shown on plans.

Unless necessary to remove existing sidewalk, it is recommended that no new ramps be constructed on this project.

UTILITIES

Telephone, gas and electric utility companies and City of The Dalles, as concerns water and sewer facilities, were contacted and they advised that they did not have any facilities in areas of sidewalks, where possible work is anticipated.

Because of the above, existing utilities were not shown on plans to eliminate cluttering detail.

MISCELLANEOUS

The Dalles officials have expressed desire to have ability to pre-empt system during emergency situations.

The Dalles officials have requested that electric circuits, control cables, etc., be installed overhead to eliminate any excavation, etc., in existing streets. It is felt that existing underground facilities have deteriorated and are the reason for malfunctions of the existing system.

The Dalles officials have expressed desire for interconnection of signals.

Necessary provisions should be provided for disposition of existing circuits, controls, etc.

W. Reid Meritt

W. Reid Meritt
Resident Engineer
February 1979

Form 81-734-3114 1084

FAU

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

FILE: LOC 17
133-1931

Date October 20, 1978
Week ending October 20, 1978

Job name The Dalles - Second and Third Streets
Highway Mosier-The Dalles

County Wasco

Job prefix 133-1933

Anticipated per mile cost of survey $ 26,000.00

		Unit 1	Unit 2	Unit 3	Unit 4	Total Survey Section
Mileage	Total					0.38
Mileage – Staked	Preliminary					0.38
Mileage – Staked	Location					0.00
Per Cent Complete	Field					75%
Per Cent Complete	Office					10%
Date of Survey	Started					9-18-78
Date of Survey	To be completed					11-30-78
Estimated construction cost						$137,000.00

Expenditures – This Week	Salary	$ 100.00
Expenditures – This Week	Other	0.00
Expenditures	Previous total	800.00
Expenditures	Total (including this week)	900.00
Expenditures	Anticipated total	$ 10,000.00

Authorization	Field (901)	10,000.00
Authorization	Per cent expended	9%
Authorization	Anticipated overrun	0

Mail address 3313 NE Frontage Road
The Dalles, Oregon 97058

Signed Billy V. Lavellyn
for W. Reid Meritt

Title Resident Engineer

REPORT OF WEEK ACTIVITIES

No activity on project this week. Mr. Bob Pool and John Holcomb of Bend; Pat Mc Loughlin, Bruce Taylor, & Bob Ewen, of Salem were in office Thursday for Pre-Location meeting.

NOTED
G. C. WILLS

NOTED
W. N. HACKLEMAN

Loc ✓ Const Reg Res

1081

2.

October 20, 1978

City of The Dalles
City Hall
The Dalles, OR   97058

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attention: John B. Thomas, City Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the upgrading of traffic signals at the intersections of Union, Washington and Laughlin Streets at 2nd and 3rd Streets.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: Don Harwell (agreement attached)

72-9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 133-1933

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
September 14, 1978

FROM: J R Hagedorn
John R. Hagedorn
Region Federal Aid Engineer

TO: Gerald Wimer
Project Management

SUBJECT: Fifty percent deposit as per
Construction/Finance Agreement
2nd.St. & 3rd. St. Signal Improvement
The Dalles FAU 4030

Enclosed herewith is a check in the amount of $14,000, covering the 50% deposit as called for in the above named document.

JRH:pw
Enclosure

Check # A 005106
to Finance 9-19-78
AO #500
✓

FAUS
4030

STATE OF OREG N

INTERO CE MEMO

TO: Gerald W. Wimer, Manager
Local Government Section

DATE: May 26, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Construction-Finance Agreement Draft
Union, Washington and Laughlin Streets
on 2nd and 3rd Streets
City of The Dalles

The subject draft has been reviewed and appears to contain all necessary provisions.

You are correct regarding the maintenance question. The draft should be changed to, "that State will maintain the revised system".

When this has been corrected, please proceed with negotiations.

For future projects George is asking front office to reconsider.

L E George
L. E. George
Traffic Engineer Supervisor

BET:ds

6-12-78 Discussed w/ L.E. George. Called to his attention his previous verbal recommendation that maintenance be in all agreement. He now says we should be consistent Statewide, which I agree, and we would maintain these replacement installations on our system. He indicated the financial was not his to say. This leaves door open to consider State providing entire match & city 100% beyond funds available.

6-13-78 Cutler agrees w/ State maintenance. City to furnish power. State & City to share match. City to provide 100% beyond available FAU funds.

Zehner
Can you believe this change? Let's discuss particularly ORS 487.890(1)

6-19-78 George's opinion re ORS 487.890(1) is the new version eliminates the possibility of our concurrence. Suggests checking w/ legal. Zehner did so last week. Dalles says provision legal provided its current design.

Agreement Revised. N

THE DALLES

6-1-78

ALLOCATIONS:

	1974 —	$47,595
	1975 —	48,686
	1976 —	60,048
	1977 —	50,081
	1978 —	48,464
(PROJECTED)	1979 —	48,500
	TOTAL —	$303,374

PROJECTS:

MILL CR. BRIDGE, WEST 10TH ST.		$18,721
MOSIER-THE DALLES HWY.-W. 10TH ST., SNIPES ST.	P.E.	27,440
" " " " " " " "	R/W & CONST.	203,000
2ND & 3RD STS. SIGNALIZATION-6 LOCATIONS		172,000
	TOTAL —	$481,161

TOTAL FUNDS AVAILABLE:

ALLOCATED = $303,374 (INCLUDES 1979)
3YR ADVANCE = 145,500
TOTAL $448,874
TOTAL PROJECTS 481,161
UNFUNDED $32,287

6-1-78

Discuss w/ ASBURRY

1. Closure of 2nd St. & reroute of Highway to 1st St.

2. Current estimates for THE DALLES Urban projects, and City request to AOC-LOC for 5 yr. advance of FAU Funds.
3. 6 months duration for Survey & Sked. date.

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N... 1F1ST INTCHG .                                                                  -- -- --[illegible]-- [illegible] [illegible]V79
[illegible]19FH  U-P-STR.              [illegible]
             N-A  N-A  N-A  [illegible] [illegible] [illegible] 2.0 [illegible]  [illegible]  [illegible]

DEAN CREEK BRIDGE #1685                                                    F.          -- -- --[illegible]--[illegible]--[illegible] [illegible]V79
0711EH   STR. REPLACE              DOUGLAS                [illegible]
             N-A  N-A  N-A  1[illegible] N-A  N-A  N-A  N-A  [illegible]  [illegible]LY

JCT.CROOKED RIVER HWY.- [illegible](M.P.44.[illegible])                          -- -- --[illegible]-- [illegible]--79 [illegible]V79
0122EH   OVERLAY-WIDEN             DESCHUTES
             N-A  N-A  N-A  12.0 N-A  N-A  N-A  N-A  [illegible]

[illegible] CANAL [illegible] #7371                                                      -- -- --[illegible] -- [illegible]--[illegible] [illegible]V79
11-143[illegible] STRUCTURE             [illegible]
             N-A  N-A  N-A  1.5 N-A  N-A  N-A  N-A  [illegible]  [illegible]LY

MCLELLAN CREEK #1043                                                               -- -- --[illegible]-- [illegible]-- [illegible]V79
[illegible]  STRUCTURE             [illegible]                  1.1
             N-A  N-A  N-A  1[illegible] N-A  N-A  N-A  [illegible]  [illegible]

[illegible] RIVER [illegible]                                                F.          -- -- -- --[illegible]-- [illegible]V79
0757EH   OVERLAY&WIDEN            [illegible]                1[illegible]
             N-A  N-A  N-A  [illegible] N-A  N-A  N-A  N-A  [illegible]  [illegible]LY

[illegible] LAKE [illegible]                                          FAS-C       -- -- -- -- -- [illegible]V79
[illegible]27  STRUCTURE S(1)
             N-A  N-A  N-A  [illegible] [illegible] [illegible] N-A  N-A  [illegible]

[illegible] 17TH AVE.-[illegible] (PORTLAND)                                    FAUS        -- -- -- -- -- [illegible]V79
22613?7  G-P-STR-[illegible]-ILLUM     MULTNOMAH
             N-A  N-A  N-A  [illegible]  [illegible]

MAIN ST.-LACROSSE [illegible].(DALLES)                                         FAUS        -- -- -- -- -- [illegible]V79
3271957  GRADE-PAVE               [illegible]
             N-A  N-A  N-A  2.[illegible] N-A  N-A  N-A  N-A  [illegible]

2ND ST. AND 3RD ST. SIGNAL IMPROVE (THE DALLES)                                FAUS        -- -- -- -- -- [illegible]V79
UWL0001  TRAFFIC SIGNALS  1.0     WASCO
             N-A  N-A  N-A  [illegible] N-A  N-A  N-A  N-A  [illegible]  [illegible]LY

MOSIER/THE DALLES HWY.-W. 10TH ST.(THE DALLES)                                 FAUS        -- -- -- -- -- 01NOV79
MIW0001  GRADE-PAVE               WASCO
             N-A  N-A  N-A  [illegible] N-A  N-A  1.[illegible]  [illegible]  [illegible]
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TCHC .                                                   FA              --  --  --  --  --  01NOV79          F2 TR
STR.                        MULTNOMAH            1.0                                       JULY
 N-A  N-A   6.0  6.0  6.0  2.0  1 .  .0         LATE

RIDGE #1685                                              FA              --  --  --  --  --  01NOV79          F2 TR
 REPLACE                    DOUGLAS              .1                                        JULY
 N-A  N-A  10.  N-A  N-A  N-A  N-A    .0         LY

RIVER HWY.- BROTHERS(M.P.44.0)                          FA              --  --  --  --  --  01NOV79          F2 TR
RLAY-WIDEN                  DESCHUTES                    1
 N-A  N-A  12.0 N-A  N-A  N-A  N-A    6.0

RIDGE #7371                                              FA              --  --  --  --  --  01NOV79          TR
CTUR                        KLAMATH               .                                        1
 N-A  N-A   1.5 N-A  N-A  N-A  N-A    6.                 LY

EK #1043                                                 FA              --  --  --  --  --  01NOV79          F2 TR
CTUR                        GRANT                1.1
 N-A  N-A  1 .  N-A  N-A  N-A    .   .                   LY

                 BANKS INFORM .                          F               --  --  --  --  --  01NOV79          F2 TR
LAY&WIDEN                   BAKER                1 .1
 N-A  N-A  COMP N-A  N-A  N-A  N-A    .0         LY

                                                         FAS-C           --  --  --  --  --  01NOV79          F2 TR80
CTUR S(1)                                        1.1
 N-A  N-A   .0   .    .  N-A  N-A     .          LY

  . . 2  T   AVE.(PORTLAND)                              FAUS            --  --  --  --  --  01NOV79          F2 TR80
-STR-SIG-CN-TLL           MULTNOMAH
 N-A  N-A            .0  .            .

    LA   .(DALLAS)                                       FAUS            --  --  --  --  --  01NOV79          F2 TR80
-PAVE                       POLK                   .0                4
 N-A  N-A   2.0 N-A  N-A  N-A  N-A     .         ONLY

3RD ST. SIGNAL IMPROVE (THE DALLES)                      FAUS            --  --  --  --  --  01NOV79          F2 TR80
FFIC SIGNALS  1.0           WASCO                 .
 N-A  N-A  ~~0.0~~ N-A  N-A  N-A  N-A    .5          ONLY

ALLES HWY.-W. 10TH ST.(THE DALLES)                       FAUS            --  --  --  --  --  01NOV79          F2 TR80
F-PAVE                      WASCO                 .1                                       JULY
 N-A  N-A   .0  N-A  N-A   1.0   .    .              LY
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 18, 1978

FILE: #292

FROM: John E. Holcomb
Region Traffic Engineer

TO: Memo to the Files

SUBJECT: First Street Couplet
The Dalles City Street
Mosier-The Dalles Highway
Wasco County

At the request of the City and District Engineer Dick Hawkins, I have reviewed the City's proposal to construct a westbound couplet on First Street. This will extend from about Madison Street on the east, to Pentland Street on the west. The object of the additional westbound couplet is to relieve Second Street of trucks and through traffic, Second Street being the major street through the CBD.

This proposal was discussed with Dale Allen, Region Engineer, and subsequently with with D. W. Hofstetter and G. L. Clark in the Traffic Section, and J. H. Versteeg in the Design Section.

It is more or less a general consensus that the City's proposal has a number of built in hazards. Before the State concurs with this proposal, these situations should be corrected or preventive action methods established.

5/24/78
Old Matter
See files of several years back as H. S. [illegible] on this.
Dm H.

It should be understood that though the City has not made a formal request to move the highway to First Street, it has been discussed on several occasions. If these situations are not settled at this time, the State should go on record that we will not accept First Street as part of the highway system.

A rundown of our concerns is as follows:

(1) Second and Madison

The transition should provide for corners/curves of the State's standards. We suggest that even a 100-foot radius is not sufficient.

(2) Madison Street, between Second and First, should be one-way, two-lane northbound.

(3) The northerly approach of Madison (southbound) at First should be mandatory right turn.

(4) The proposed 100-foot radius in the southwest quadrant of Madison and First is not sufficient.

(5) If it is the City's proposal to curb First Street and the curbs are close to the building face with no sidewalk, then the 28-foot roadbed section is not adequate. This proposal will provide no sight distance for the side street approaches.

Dm H

With the elimination of cross streets and parking, speeds on First Street will most likely be in the 35 MPH category. Traffic entering First from the side streets will have little opportunity to avoid angle collisions. This same logic will apply to pedestrian traffic wishing to cross First Street.

(6) It is my understanding that three railroad crossings will remain. Westbound traffic on First wishing to turn right and cross the tracks will not be able to see westbound trains. Unless drop arm gates are provided, we can predict a rather high rate of train/vehicle collisions. This is compounded by the fact that part of the City's agreement with the railroad is to allow for increased train speeds through town.

(7) The double merge situation near Pentland at the westerly terminus has some built in traps. If First is to become the major street, it is suggested that Second be brought in at right angles and stopped.

(8) The City has made application for FAU funding to renovate the existing signals on Second and Third.

If First is to become the major westbound street and Second downgraded or converted into a parking and pedestrian mall, it is not likely that expenditures for renovating the signals on Second Street can be justified.

The FAU project should then be reduced to encompass only the signals on Third Street.

JEH:mr

cc: H. S. Coulter
J. H. Versteeg
L. E. George
Dick Hawkins
Gerald Wimer

Strange - 2
M
Zehner - 3

Check this out with Region when you send 2nd and 3rd Street signal agreement to Region for signature.

9089

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

5-12-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -4030(1)

STATE PROJECT NO. See below

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80273

FROM:

G. L. Green
Division Administrator

TO:

Mr. F. B. Klaboe
Chief of Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-12-78

FEDERAL ROUTE NUMBER FAU 4030

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

"Union, Washington, & Laughlin Sts. at 2nd and 3rd Sts (The Dalles) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work TEC NTE $13,000 - FF $7,860

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's April 28, 1978 letter I concur that the subject project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

DATE 5-12-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976—626-787

RCE RE RSE ~~PME~~
RTE RECEIVED GEO
RUE MAY 11 1978 RDE
RSO REGION 4 RBE
ASSIGNED________

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
SEP 1? 1978
File: PM FA

May 11, 1978

pre ltr #33

Mr. Del Cesar
City Manager
City of The Dalles
City Hall
The Dalles, OR 97058

Dear Del:

The Traffic Engineering Unit has revised the original estimate for the traffic signals on Second and Third Streets.

As I informed you recently, the latest estimate for the total project was $200,000. At that time you indicated the City did not have sufficient funds to meet their matching share. We decided you would be approximately $32,000 short of meeting the estimate.

I requested the Traffic Unit to analyze the estimate to determine whether or not the signals could be installed for a lesser amount. The reply is as follows:

1. The City could remove the existing signal installations after the new ones had been installed. This would amount to an estimated savings of $9,000.
2. The City could provide the contractor with an area to mobilize equipment so that the contractor does not have to rent space. This could save up to $1,000.
3. If the City has the men and equipment, they could furnish and install the aerial interconnect circuit at a savings estimated at $12,000.

Another suggestion by the Traffic Unit is that the City select one intersection that could best be eliminated from this contract and only replace the controller at this time. This, combined with Number 1 above, should be enough to allow the contract to be bid for the original estimate of $150,000.

As another solution to the problem, I would suggest you consider seeking approval by the Board of Directors of the Association of Oregon Counties and League of Oregon Cities to exceed the minus three priority ranking. Please refer to Section VI of the attached ODOT-LOC-AOC Federal Aid Urban System Program Guidelines and Working Agreement.

The present estimate as approved by the Transportation Commission was $150,000 (Federal funds $90,700.; State's share $7,380. and City's share of $51,920). Approval to exceed the priority rank by two years would result in sufficient funds to complete the project at an estimated cost of $200,000 with the Federal funds at $172,000, and both the State and City share at $14,000 each.

Please consider these alternatives plus any others you may have, and advise me as to the course the City wishes to persue. If I can be of any assistance, please call.

Yours very truly,

L. R. Asburry
Region Federal Aid Engineer

LRA:pw

STATE OF OREG[illegible] **INTERO[illegible]CE MEMO**

TO: D. D. Allen
Region 4 Engineer
Attention: Larry Asbury

DATE: May 8, 1978

A

~~RE~~ RCE ~~EAE~~
RTE RECEIVED GEO
RUE MAY 10 1978 RDE
RSO REGION 4 RBE
ASSIGNED ____________

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Signal Upgrade
The Dalles

In a telephone call from Larry Asbury of your office to W. R. Zirbes of this office, it was indicated that the City of The Dalles would be approximately $32,000 short if the upgrading was to cost $200,000 instead of the original estimate of $150,000. Your office has asked where the project might be revised so that the City would not have to expend additional funds.

There are some areas in which the City could help reduce the cost of the contract.

1. The City could remove the existing signal installations after the new ones had been installed. This would amount to an estimated savings of $9,000.
2. The City could provide the contractor with an area to mobilize equipment so that the contractor does not have to rent space. This could save up to $1,000.
3. If the City has the men and equipment, they could furnish and install the aerial interconnect circuit at a savings estimated at $12,000.

The above three items represent an estimated savings of $22,000. There is not much else that could be done by the City or the contract becomes uninviting for bidders.

As another alternate, the City could select one intersection that could best be eliminated from this contract and only replace the controller at this time. This combined with the City removal of the existing signals should be enough to allow the contract to be bid for the original estimate.

Please notify us of the City's desires.

L. George

L. E. George
Traffic Engineer Supervisor

WRZ:ds

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 28, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80273
Project No. M-4030(1)
Union, Washington & Laughlin Sts. @ 2nd
& 3rd Sts. (The Dalles) Section
Wasco County

Attached is data for the subject project.

The project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 Paragraph 10e.

(2) Authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at an estimated total cost of $13,000 with an obligation of $7,860 in federal funds.

CL:dpy

Attachment

cc Dale Allen - Region 4
Zehner

M

Budget Bureau No. 41-R2067:
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4/28/78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 City Sts., 2nd & 3rd Sts. (The Dalles) 65	**ADT**	PRESENT 9,900	FUTURE (66) 11,600 (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E. Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 M- 23	NUMBER 7 4030 (1

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Wasco			COD 0C
	NAME OF URBAN AREA 17-31 The Dalles	ROUTE NO. U	FEDERAL-AID 4030 (32)	STATE City St. (36) (37)	U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.0	13,000	7,860	653	4,487 (City)
5					**ROW**							
5					**CONST** (CODE) Topics Y031		"Union, Washington & Laughlin Sts. @ 2nd & 3rd Sts. (The Dalles) Section	0.0	137,000	82,840	6,872	47,288 (City)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.0	150,000	90,700	7,525	51,775 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

4/28/78

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y Sts., 2nd & 3rd Sts. (The Dalles)		9,900	11,600	98	10	Oregon	41	W32	80273

ORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
nals								M-	4030 (1)			

Urban System

The Dalles

COUNTY NAME: Wasco

CODE: 065

ROUTE NO.: U

FEDERAL-AID: 4030

STATE: City St.

U.S.:

PROGRAM STAGE: ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
			0.0	13,000	7,860	653	4,487 (City)	
W								
NST DE) cs		"Union, Washington & Laughlin Sts. @ 2nd & 3rd Sts. (The Dalles) Section	0.0	137,000	82,840	6,872	47,288 (City)	ROW-80' normal; Access Control-none-Parking Restrictions-None.
CL		PROJECT TOTALS	0.0	150,000	90,700	7,525	51,775 (City)	

VAL DATES

REMARKS

USCOMM DUSCOMM-DC 48905-P61

UNION, WASHINGTON & LAUGHLIN STS. @ 2nd & 3rd STS. (THE DALLES) SECTION
Project No. M-4030(1)

Existing Facilities:

2nd St. westbound --- 40' curbed roadway for 2-12' lanes with parking each side.

3rd St. eastbound --- 40' curbed roadway for 2-12' lanes with parking each side.

Existing traffic signals at the intersections of 2nd and 3rd streets with Union, Washington and Laughlin Streets.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.

2) Replace existing traffic signals with multiphase interconnected signals and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: The Dalles Municipal Airport is 1 mile north of the project, however, no conflict with the operation of the airport will result from this project.

FHPM 4-1-4 Requirements: Exempt under Paragraph 5e(1)

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of Paragraph 10e.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.

b) Location/Design --- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

Rd. No. 2
City of
reets
ral Urban

April 12, 1978

2nd - 3rd Street

D. D. Allen
Region IV Engineer
Attn: J. Holcomb

L. E. George
Traffic Engineer Supervisor

Revised Estimate
Union St.-Laughlin St. Sect. (The Dalles)
Mosier - The Dalles Hwy.
Wasco County

As advised by phone on April 10, 1978, the estimate shown on the Commission Approved Agenda is low. The $150,000 estimate should be raised to $200,000. Most of this increase is due to inflationary values and the difficult trenching required in The Dalles.

The new estimate includes the replacement of all six intersections and new intecconnect circuits.

Would you please advise the City of this new estimate and inform us of their reactions.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

WRZ:rah

NOTED
VERNON L. TABERY

NOTED
DWAYNE HOFSTETTER

NOTED
W. R. ZIRBES

4057 4.

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

On the consent calendar for the March 28 meeting will be four requests for approval of Urban System Projects.

Grants Pass is requesting a $40,000 preliminary engineering project to prepare contract documents for a future project to interconnect traffic signals on 6th and 7th Streets.

A $50,000 project to signalize the intersection of Center Street and Lancaster Drive is being requested by the City of Salem.

The request from The Dalles is for a $150,000 project to upgrade and interconnect traffic signals on 2nd and 3rd Streets.

Wasco County's request is for a $236,600 project to acquire right-of-way and construct a 0.47 mile segment of West Snipes Street.

Federal Urban System funds for these projects are estimated at $371,060 with the State providing approximately $30,200 in match funds and $74,740 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
C. O. Fredrickson
A. Shirley, Jr.
Dale D. Allen
D. N. Harwell
George Bell

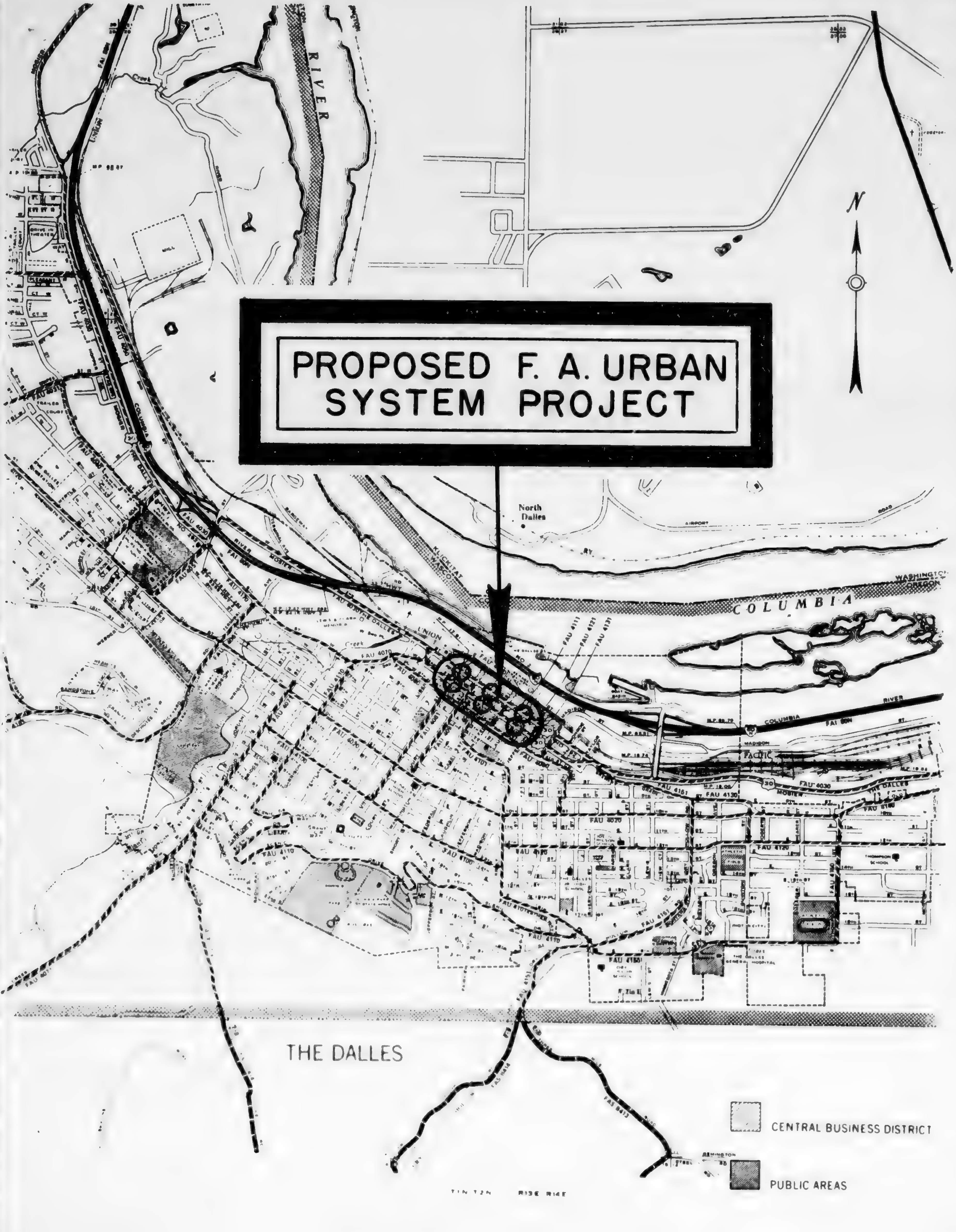
CITY OF THE DALLES
Proposed Urban System Project

Union, Washington and Laughlin Streets
at 2nd and 3rd Streets, FAU 4030
Traffic Signals
$150,000

This project consists of upgrading and interconnecting traffic signals at six intersections in the downtown area of The Dalles.

State will perform the preliminary and construction engineering.

78-c
3-13-78


PROPOSED F. A. URBAN SYSTEM PROJECT

N
RIVER
North Dalles
AIRPORT ROAD
WASHINGTON
OREGON
COLUMBIA
COLUMBIA RIVER
UNION
FAU 4070
FAU 4020
FAU 4030
FAU 4120
FAU 4110
FAU 4100
FAU 4150
FAU 4161
FAU 4130
MADISON
PACIFIC
THOMPSON SCHOOL
THE DALLES GENERAL HOSPITAL
THE DALLES
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
T1N T2N R13E R14E

9577

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058
OFFICE OF CITY MANAGER
(503) 296-5481

February 1, 1978

Mr. Larry Asbury
Oregon State Highway Division
P.O. Box 1249
The Dalles California Highway North
Bend, OR 97701

Dear Larry;

I am writing this letter with respect to the grant request for the resignalization of the downtown core area. Orginally I had requested unobligated FAUS Funds to do this project. I was told in the past that there would be unobligated monies, that if they are not spent would be sent back to the Federal Government.

If we cannot get unobligated funds then I quess we would accept a loan of our future funds through FAUS monies. The only restriction that I can see at this time is that we are not requesting any of the monies that have been given or granted to Wasco County to complete the Snipes Avenue Project. If the grant runs a little short of monies I can assure you that we have the monies to complete the project. As I remember we requested $150,000.00 project, which 86 percent was to be funded through FAUS monies. The other 16 percent to be split 50 - 50 between the City of The Dalles and the State of Oregon. If for any reason these funds do run short we will have the money if the project is completed, before June 30, of this year to complete the project. ✓

As you are aware, as I have stated before we need the signals, please help us to get this project underway as soon as possible. Thank you for your help in this matter.

Very truly yours,

Del

Del Cesar,
City Manager

DC:kb

ROE RE RCE FAE
RTE RECEIVED GEO
RUE FEB 3 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon. 97701
January 20, 1978

FILE: PRE LOC

FROM: L. R. Asburry
Regional Federal Aid Engineer

SUBJECT: FAUS Project Request
City of The Dalles
Wasco County

TO: Gerald Wimer
Local Governments Section
Project Management

Attached is an application for the re-signalization of the downtown core area on Second and Third Streets.

The City is requesting unobligated funds not used by other urban areas for this work. At present, Wasco County will use all of the urban area's funds for the Mosier-The Dalles Highway - W. 10th. Street Street section.

Also included is an Authority for Survey and new priority list for FAU projects from The Dalles and Wasco County.

Yours very truly,

L. R. Asburry
Regional Federal Aid Engineer

PROJECT [illegible]
LCE #
JAN 2[illegible] 78

TAA Zehner

Proceed! See Harrell & Wimer re maintenance before writing agreement [illegible] city funds.

LRA:pw
Enclosure

3-6-78
Authority for Survey to Terpin. ✓

1-24-78 (9am)
Talked with Asburry - he will follow up to County for letter requesting Re-Const on Snipe & city letter for balance of $ or advance for signal project
Don H.

FEDERAL AID PROJECT REQUEST

Date__________

Applicant Agency CITY OF THE DALLES

Request for: Off-System____, FAS-C____, FAUS X Project

Federal Aid Route No. 30 **Route Name** Mosier-The Dalles 292

Project Name Resignalization of downtown core area in The Dalles.

Project Length 1,520 feet **Project Location (Attach sketch map)**

Project Description Signals are to be replaced on 2nd and 3rd Streets at the following intersections: Union, Washington and Laughlin the signals are to be computerized to allow for a free flow of traffic through the general commerical core area of the City.

Average Daily Traffic see attached exhibit A **Design Speed**__________

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width________ Travel Lanes________ Shoulders________

Medians________ Parking________

Sidewalks________

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width________ Travel Lanes________ Shoulders________

Medians________ Parking________

Curbed________ Length Curb Radii________

Sidewalk/Bikeway________

Remarks________

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width________ Minimum________ Maximum________

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No________

3. Will additional right-of-way be needed? Yes________ No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________
Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Existing signals were put in approximately 1948. They had a 20 year life expectancy. They are located at 2nd and Union, 2nd and Washington, 2nd and Laughlin and 3rd and Union, 3rd and Washington and 3rd and Laughlin.

2. Proposed Signalization:

Location Same as existing

Type Pre-timed interconnected traffic signals
Phases
Type of Suspension mast arm
Interconnected yes
Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Del Cesar, City Manager
Office
2. Environmental Del Cesar, City Manager
Office
3. Public Hearing Del Cesar, City Manager
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant State X Consultant

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No__________
If "yes," describe briefly:__________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	150,000
Illumination	
Structures	
Railroad	
Other__________	
Preliminary engineering	
PROJECT TOTAL	$ 150,000

Remarks__________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF THE DALLES and/or __________ COUNTY

By Cel Cesar By__________

By__________ By__________

By__________

EXHIBIT A

On the application there is a question regarding the average daily traffic in the area in which we will replace the signals. We had a traffic count made in 1975. I hope this meets your requirements. It is as follows:

	Street	Section	Pavement Width	Existing Capacity	1975 ADT	[illegible] ADT
1.	Union St.	1st St. to 2nd St.	40	6,000	1,500	2,500
		2nd St. to 3rd St.	40	6,000	3,600	[illegible]
		3rd St. to 4th St.	40	6,000	4,300	[illegible]
2.	Washington St.	1st St. to 2nd St.	56	[illegible],000	1,500	[illegible]
		2nd St. to 3rd St.	56	6,200	4,000	[illegible]
		3rd St. to 4th St.	56	6,200	5,500	[illegible]
3.	2nd Street	Madison St. to Washington St.	40	11,200	[illegible],700	[illegible]
		Washington St. to Court St.	40	13,000	3,750	[illegible],300
		Court St. to Union St.	40	13,000	5,800	10,300
		Union St. to Lincoln St.	40	13,000	7,300	[illegible],400
4.	3rd St.	Lincoln St. to Union St.	40	12,400	8,000	9,200
		Union St. to Court St.	40	11,200	9,400	[illegible]
		Court St. to Washington St.	40	11,200	9,200	10,750
		Washington St. to Madison St.	40	11,200	8,800	10,300

Another requirement is what do we project the traffic count to be in the future? In the same study as above we have the following projections:

	Street	1985 ADT	Capacity	Percent of Capacity
1.	Union Street			
	3rd St. to 4th St.	5,400	6,000	[illegible]
2.	2nd Street			
	Madison St. to Washington St.	[illegible]	11,[illegible]	[illegible]
3.	3rd Street			
	Court St. to Washington St.	10,750	11,200	[illegible]
	Washington St. to Madison St.	10,300	11,200	9[illegible]
4.	Washington Street			
	3rd St. to 4th St.	[illegible]	6,[illegible]	[illegible]
5.	[illegible] Street			
	Union St. to Court St.	[illegible]	[illegible]	

Form 81-104-3030 UWL 0001 [illegible] Comm 3-28-78 (7)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section (The Dalles) 2ND ST AND 3RD ST.

Highway Mosier-The Dalles

County Wasco

Date January 20, 1978

Authorization No. 1

Survey Prefix 133-1933

(Assigned by Salem office)

Description of termini, route, length, etc.:

Second Street at Union, Washington, and Laughlin.

Third Street at Union, Washington, and Laughlin.

Total, six intersections

RECEIVED
MAY 22 1978
CONTROL

Purpose of survey:

Prepare vicinity maps for traffic signal installation at each intersection.

M-4030(1)
5-12-78

Estimate of cost:

Estimate of cost:	Field	901	10,000
	Plans	905	200
	Traffic	911	2,000
	Utility	914	300
	Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 13,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by: Field Engineer

Recommended for Approval: Regional Engineer

Recommended for Approval: Frank E. Turpin Location Engineer

Approved: E S Hunter

Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

JNM

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

OFFICE OF CITY MANAGER
(503) 296-5481

January 18, 197~~7~~8

Mr. Larry Asbury
Oregon State Highway Department
P.O. Box 1249
Bend, OR 97701

Dear Larry:

Enclosed is the information you have requested that I left out of my original packet.

The first item is my memo to the Mayor, Council and County Court regarding my recommendation for a new priority list; second is a copy of page 4 of the City Council minutes of January 3, 1978 whereby they adopted a new priority list and finally a letter from Judge Hugh Elder stating that on January 4, 1978 the Wasco County Court adopted the same priority list.

Thank you for your help in getting this packet put together and hopefully approved.

Very truly yours,

Del Cesar,
City Manager

DC:kb
Enc.

RDE [✓ RE] [✓ RCE] [✓ RAE]
RTE RECEIVED GEO
RUE JAN [illegible] 1978 RDE
RSO REGION 4 RBE
ASSIGNED____________

MEMORANDUM

TO: HONORABLE MAYOR, CITY COUNCIL AND COUNTY COURT

FROM: CITY MANAGER, DEL CESAR

DATE: December 16, 1977

RE: FAUS FUNDS

On Thursday, December 15, two representatives of the State Highway Department were in my office to discuss the FAUS Funding and unobligated monies that may be taken back to the Federal Government if they're not used.

I discussed with them at that time the possibilities of matching monies for our signals in the downtown core area, as well as Brewry Grade improvements. They suggested that I discuss and get approval with the City Council and the County Court on a new priority list. The priority list would be as follows:

1. Snipes Avenue Improvement and Storm Sewer System.
2. Signals in the downtown core area.
3. Brewry Grade Improvements.

If both the City Council and the County Court would approve this new priority list, then I can start filling out forms to get matching monies for the downtown core areas signals, and then any money left over could go towards Brewry Grade.

In discussing this project with the State Department Highway employees, it was emphasized that in no way will this take any money from the Snipes Avenue Project and this is to be only monies that were unobligated in other counties, which will either be used by cities or counties or be returned to the Federal Government. The State does not want to return monies, if they do they will get less in future years, and therefore they have sent out a letter stating that cities or counties interested in this unobligated monies can fill out forms to receive the monies if they have an acceptable project. The State personnel have told me signals would be an acceptable project.

Therefore, I am asking the City Council and the County Court to approve the new priority list as mentioned above, so that I can begin work on a project. And I will re-emphasize in no way will this take away any monies from the County for the Snipes Avenue improvement.

D:kl

to the exterior of the building. The wiring in the building needs to be updated to meet the necessary codes and a few other minor repairs. All of the renovating would be done only to the exterior of the building with no structural change. This would be done at no cost to the City for any work completed. Moved by Councilman Tiano, seconded by Councilman Probstfield to allow the exterior of the building to be done on approval by the Historical Landmarks Commission and the City Engineer. Motion carried. Yes, Hammond, Lundell, Philiips, Probstfield and Tiano.

The Council asked about plans for the removal of the Carnegie Library sign above the outside entrance to the building. Mr. Hopkins stated that he had gotten approval of the Historical Landmarks Commission. Mayor Skov expressed the concern of the City Council as to the removal of the sign. The Council feels that the Carnegie sign is essential to the history of the building and of the Carnegie movement where by public libraries were established in small communities across the nation. The present Council is opposed to the removal of the sign and the placing of the sign above the entrance to the building on the inside of the building. Members of the Art Association stated that this project was far down on the list of things to be done at the building. The matter of the sign removal was tabled at this time.

No Committee and Commission Reports were given.

CITY MANAGER:

FAUS Funds Reports

City Manager [illegible] reported to the Council that two (2) representatives from the State Highway Department met with him on December 15, 1977 to discuss the FAUS Funding and unobligated funds which the state would have to otherwise return to the Federal Government. The possibilities of matching monies for signals in the downtown core area, as well as Brewery Grade. The Highway Department suggested getting approval of the City Council and County Court on a new priority list. The list would be as follows: 1. Snipes Avenue Improvement and Storm Sewer System. 2. signals in the downtown core area and 3. Brewery Grade Improvements. To match monies for signals in the downtown area would be an acceptable project. The deadline for this project is June 30, 1978. Moved by Councilman Probstfield, seconded by Councilman Phillips to [illegible] priority [illegible] for Federally Funded applications in the order of 1. Snipes Avenue Improvement and Storm Sewer System, 2. signals in the downtown core area and 3. Brewery Grade Improvement for [illegible] the project. Motion carried. Yes, Hammond, Lundell, Phillips, Probstfield and Tiano.

1-3-78
City Council
Minutes

[illegible] RATE ORDINANCE AMENDMENT

City Manager [illegible] read a letter from D. [illegible] Branton of Tenneson Engineering Corporation stating that Mr. Branton had met with representatives of the [illegible] Water Department concerning suggested changes to the Water Ordinance. The amendments to the Water Ordinance would be as a protection to the City from any liability on damage to individual services [illegible] water system. The [illegible] pressure problems [illegible] lines [illegible] from wells and [illegible] service lines [illegible] allowed to connect to the exterior of the building. The wiring in the building needs to be upgraded to meet the necessary codes and a few other minor repairs. All of the renovating would be done only to the exterior of the building with no structural change. This would be done at no cost to the City for any work completed. Moved by Councilman Tiano, seconded by Councilman Probstfield to allow the exterior of the building to be done on approval by the Historical Landmarks Commission and the City Engineer. Motion carried. Yes, Hammond, Lundell, Phillips, Probstfield and Tiano.

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No Committee and Commission Reports were given.

CITY MANAGER:

FAUS Funds Reports

City Manager [illegible] reported to the Council that two (2) representatives from the State Highway Department met with him on December 15, 1977 to discuss the FAUS Funding and unobligated funds which the state would have to otherwise return to the Federal Government. The possibilities of matching monies for signals in the downtown core area, as well as Brewery Grade. The Highway Department suggested getting approval of the City Council and County Court on a new priority list. The list would be as follows: 1. Snipes Avenue Improvement and Storm Sewer System. 2. Signals in the downtown core area and 3. Brewery Grade Improvements. To match monies for signals in the downtown area would be an acceptable project. The deadline for this project is June 30, 19[illegible]. Moved by Councilman Probstfield, seconded by Councilman Phillips to authorize [illegible] for Federally Funded applications in the order of 1. Snipes Avenue Improvement and Storm Sewer System, 2. Signals in the downtown core area and 3. Brewery Grade Improvement for work to begin [illegible]. Motion carried. Yes, Hammond, Lundell, Phillips, Probstfield and Tiano.

1-3-78
City Council
Minutes

PROPOSED WATER ORDINANCE AMENDMENT

City Manager [illegible] read a letter from D.J. Brunton of Tenneson Engineering Corporation stating that Mr. Brunton had met with representatives of the City Water Department concerning suggested changes to the Water [illegible]. The amendment to the Water Ordinance would be as a pro- [illegible] to the City [illegible] damage to individual services [illegible] problems [illegible] connect

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

January 17, 1978

Mr. Del Cesar
City Manager
City Hall, 313 Court
The Dalles, Oregon 97058

Re: Priorities for Use of Federal Urban Funds

Dear Del:

Reference is made to your memorandum of December 16, 1977.

The following is a portion of the minutes of a regular Court meeting on January 4, 1978, pertaining to a discussion of the above matter in the office of the County Judge attended by officials of the City of The Dalles, the State Highway Division, and the County Roadmaster:

> "Met with Del Cesar, City of The Dalles Manager; Milt Skov, Mayor, City of The Dalles; Carl Williams, State Highway Division; Dick Hawkins, The Dalles Resident Engineer, State Highway Division; and Rex Kniesteadt, Roadmaster. Jerry Webb of Radio Station KACI and Dave Peters ofThe Dalles Chronicle also attended this meeting. Del Cesar referred to his memorandum of December 16, 1977, in which he presented the City of the Dalles' request for a revised priority schedule regarding the use of Federal Aid Urban funds. Mr. Cesar indicated that the City wants to place an application with the State of Oregon for the unobligated FAU funds to be used for the replacement of traffic signals in downtown The Dalles. If these funds were obtained it would not adversely affect the obligated funds. After some discussion it was agreed by the representatives of the State, the City and the County that the City's request would be approved for the use of these funds. The scheduled meeting of the County Court with the City Council for January 11, 1978, was changed to January 25 at 7:30 p.m. The change was made because of conflict of some of the personnel on the 11th date."

From the above it will be noted that the Wasco County Court approved the revised priority schedule regarding the Federal Aid Urban funds.

Sincerely yours,

H. B. ELDER
County Judge

HBElpp

①#7

FAUS

2nd/3rd

The Dalles

Laughlin - Wash - Union

12/15/77
10^{30}
Del Ceasen
Larry Asbury
Don Hamel

Cost 86/7/7% City Pave - Maint

New Priority list by City - Co

See Asbury & Wiman letter of 1-20-78

City/County #1 priority Snipe Ave PE (R/W Const)

#2 Signal...

#3 Brewery Grade

July 1st

$10,000 City ... for 2 - 4 - 6 Signals

$150 - 200 + ... for E intersection

1948 installation antiquated

WASCO County Elder, Kneidstadt, Asbury - Howell

① FASC opening in stream @ Dufur (Old 97) OK only silt

② FAUS use all $ available for PE (underway) R/W & Const.
for Snipe Road in West The Dalles OK 1-24-78

③ ER possible 8 mile silt & culvert plugged $25 - 40.000
White River Bridge @ Wamic 66 feet - may need a
replacement est. of $250.000±
Applied for ER Funds

PROJECT MANAGEMENT OFFICE MEMO

Date 12-8-77

Subject FAUS Traffic Signal Upgrade in The Dalles File No. ________

Received (call) (visit) from ________

Address ________

Made (~~call~~) (visit) to H S Coulter & S E George Phone ________

Reason for contact and general discussion:

Coulter says he reviewed the matter w/ Carl Williams
S E George says signals may not have met warrants originally
But there is basis to upgrade & replace
Says matching ratio per orig agreement
Scott has told Williams any replacement application
Shouldn't be denied by State; only Feds if they so choose

Signature Gerald Wimer

File ( ) ( ) (M) ( ) ( ) (tj) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

Please discuss w/ Asbury next week in case he has more questions

12-12-77 (4:15) Williams will go with 40 # but hold firm on power maintenance per existing agreement. Don H.

[illegible] discussed w/ Asbury [illegible] in question He [illegible] Commission

PROGRAM MANAGEMENT OFFICE MEMO

Date 10-25-77

Subject Traffic Signal Upgrade – The Dalles File No.

Received (call) (visit) from

Address

Made (call) ~~(visit)~~ to Dave Carter Phone 3835

Reason for contact and general discussion:

Dave says that upgrading of Signals, as long as its an improvement and not maintenance, is a legitimate expenditure of FAUS funds. The fact that the signals exist and they are on a Federal Aid System seems to make them eligible for the appropriate Federal funding even though Warrants are not met.

NOTE: SIGNAL PROJECT NOT ON AREA PRIORITY LIST.

Signature Gary E. Zehr

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

PROJECT MANAGEMENT OFFICE MEMO

Date 10-20-77

Subject The Dalles FAUS Projects File No.

Received (call) ~~(visit)~~ from Carl Williams

Address

Made (call) (visit) to

Phone

Reason for contact and general discussion:

Del C. letter to Gary Zehner

My reply

Signals don't meet warrants per Williams

Doesn't want to use state match

Would give old highway to City

If doesn't meet warrants; likely no Fed partic

Thinks one signal sufficient

Wants City to pay entire match

Says there is file - sending us copies

Signature S Winier

File ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: [✓ FME] LGE OPE FAE [✓ CCE] OM Other Zehner

#292
TRA 16-6

Bend, Oregon 97701
August 22, 1977

Carl M. Williams
Regional Engineer

R. S. Hawkins
District Engineer

Traffic Signals
City of The Dalles

L. E. George says that the intersections do not meet the warrants but we need the signals for speed control and pedestrian safety. I violently disagree.

Be that as it may, please inform the City in writing that the signals are not warranted and if they wish to replace them they may do so at their own expense. All operational and maintenance costs will also be up to the City.

My own recommendations would be for one set of lights and the removal of all others. I would be willing to push for our participation in the one signal.

CMW:mr

encl

~~RCE~~ ~~RE~~ ~~RAE~~ FAE
~~3~~ RECEIVED GEO
RUE AUG 22 1977 RDE
RSO REGION 4 RBE
ASSIGNED______________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
August 18, 1977

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signals
City of The Dalles

TO: C. M. Williams
Region 4 Engineer

It hasn't been all that long ago that the traffic signals were installed in the Central Business District of The Dalles - it can't be, because I was there.

They were not used traffic signals initially, as you indicated in your letter, but rather they were brand new equipment installed under normal contracting procedures. Unfortunately, they were not the best equipment available at the time.

Based on the agreement (copy attached), the City is responsible for maintaining and operating the signals - without concurrence or participation on our part. I would say that they are legally free to do as they wish. Although the volumes do not now meet the warrants, I do feel that the signals are desirable for pedestrian safety and speed control through the one-way couplet.

L. E. George
L. E. George
Traffic Engineer

LEG:ds

cc: Jack Sollis

RE RGE FAE
RECEIVED
AUG 22 1977
REGION 4
RBE
ASSIGNED ____________

#292
TRA 16-6

Bend, Oregon 97701
August 11, 1977

Traffic Signals, The Dalles

Carl M. Williams
Regional Engineer

L. E. George
Traffic Engineer

Long ago, when US 30 went through downtown The Dalles, a used batch of traffic signals were installed at practically every intersection. With the narrow streets and high volume traffic, this was called for.

Since we have built I-80N that bypasses the downtown section, traffic is almost purely local and none of these intersections meet a traffic warrant.

I have informed The Dalles of the non-warranted signals and indicated we would not participate in the replacement of these signals.

Recently, The Dalles budgeted funds to replace four of the six remaining signals.

I would like to inform The Dalles in writing of our official position.in this; i.e., we would not participate, we would not maintain the signals and we would have to give them permission to replace unwarranted signals.

Could you coach me a little on the proper letter to The Dalles?

CMW:mr

RECEIVED
RUE AUG 11 1977
RSO REGION 4
ASSIGNED
FAE
GEO
RDE
RBE

81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

The Dalles, Oregon

August 8,1977

FILE:

FROM: Richard S. Hawkins
District Engineer

TO: Carl Williams
Regional Engineer

SUBJECT: City of The Dalles
Traffic Lights

A little over a year ago we did a traffic survey for the City of The Dalles at all intersections that were controlled by traffic signals. At that time none of the intersections met the warrants for signalization. Holcomb has that survey. Knowing these facts, the city has budgeted monies to replace four of the six remaining traffic signals in The Dalles. They apparently feel a local need. Beyond that I am unaware of any specific facts or plans. Should we persue this matter in writing with them to determine their plans?

RSH/ld

ROE [✓ RE] RCE FAE
RTE RECEIVED GEO
RUE AUG 11 1977 RDE
REO REGION 4 RBE
ASSIGNED________________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
February 2, 1977

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Update
City of The Dalles

TO: C. M. Williams
Region 4 Engineer

Attention: John Holcomb

On February 2, 1977, Mr. John Holcomb of your office requested an update of an estimate this office furnished the City of The Dalles, August 25, 1975, for the revisions of signals throughout the City. Since the estimate of August, 1975 was submitted, two signals have been removed on Madison Avenue at 2nd and 3rd Streets. The following estimates are based on six intersections being revised.

Plan 1 (Replace Everything)	=	$175,000
Plan 2 (Minimum Work)	=	$ 70,000
Plan 3 (Minimum Plus New Veh. Heads)	=	$ 84,000

It is again recommended that either Plan 1 or Plan 3 be considered.

L E George
L. E. George
Traffic Engineer

WRZ:rw

RCE RE RME RCE EAE
RE RECEIVED RTV
RUE FEB - 8 1977 RDE
RSO REGION 4 RBE
ASSIGNED ____________

2

OREGON STATE
HIGHWAY DIVISION
P. O. Box 420
The Dalles, Oregon 97058

[illegible] EME RCE FAE
RECEIVED ENV
RTE
RUE SEP 29 1976 RDE
RSO REGION 4 RBE
ASSIGNED________

September 28, 1976

Mr. Del Cesar, City Manager
City of The Dalles
City Hall
The Dalles, Oregon

Dear Del:

Re: Traffic Signal Removal
2nd & 3rd Sts. @ Madison

The removal of the traffic signals on both 2nd and 3rd Streets at Madison has been approved. It is suggested that all of the appurtances for these be removed rather than leaving the old stuff hanging around.

Sincerely,

Richard S. Hawkins
District Engineer

RSH/jg
cc: Carl Williams

E-123

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 10, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Traffic Signal Removal
2nd Street at Madison Avenue
3rd Street at Madison Avenue
Mosier-The Dalles Highway
City of The Dalles

We have received correspondence from the City of The Dalles requesting permission to remove the traffic signals at the subject intersections.

These signals were installed in 1952 when all east-west traffic through this corridor was routed through the central business district of The Dalles. With the construction of I-80N these signals are no longer warranted by the traffic volumes. The signals are also near the end of the useable service life for traffic signals and are causing the City considerable maintenance problems.

I recommend that we give the City permission to remove these signals. Paragraph 29 of Delegation Order No. 16 indicates that the State Highway Engineer may "Approve the procurement, installation, change or removal of all traffic signals on the State Highway System . . .". If you concur with the recommendation to allow the City to remove these signals, would you please forward this matter to Mr. Coulter for his approval. After approval a copy of this letter should be sent to Mr. Cecil H. Head for his records.

NOTED
LE GEORGE

L. E. George
L. E. George
Traffic Engineer

RECEIVED
SEP 14 1976
TRAFFIC ENGINEERING

RDT:rj

cc: Cecil Head
C. M. Williams

[illegible]/76
Asst. State Hwy. Engr

RECEIVED
SEP 13 1976

MAI 12-11
#292

Bend, Oregon 97701
August 27, 1976

John E. Holcomb
Regional Traffic/Utility Engineer

L. E. George
Traffic Engineer

2nd St. @ Madison St.
3rd St. @ Madison
Mosier-The Dalles Hwy.
Wasco County

The City of The Dalles has requested removal of the traffic signals at the subject intersections. Region suggests the request be approved.

A classification count was made at the several signalized intersections in The Dalles in September, 1975. This count shows that none of these meet present warrants for signalization.

In the event that approval is to take time, then the City's secondary request to place the signals on flash should be granted.

JEH:mr

cc: R. S. Hawkins

ROE GE [illegible] DCE F&E
DTE RECEIVED
RUE AUG 27 1976
RSO REGION 4
ASSIGNED

**OREGON STATE
HIGHWAY DIVISION**
P. O. Box 420
The Dalles, Oregon

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 26, 1976

City of The Dalles
Office of City Manager
313 Court Street
The Dalles, Oregon 97058

Attention: Jerry Taylor

Dear Mr. Taylor:

Re: Removal of traffic signals at Madison Street

This is to acknowledge receipt of your August 24 letter requesting authorization to remove the traffic signals at the subject location.

By a copy of this letter, I am requesting our Traffic Engineer to make the necessary investigation prior to the official action allowing this to be done.

With regards to the note on putting them on flashing condition, this would also have to be reviewed for proper authorization. He will look into this matter also.

Thank you for calling this matter to our attention.

Sincerely,

ORIGINAL APPROVED BY
RICHARD S. HAWKINS

Richard S. Hawkins
District Engineer

RSH/jg
cc: Carl M. Williams, Regional Engineer
John Holcomb

RTE
RECEIVED
RUF
PSO
Holcomb

OREGON STATE
HIGHWAY DIVISION
P. O. Box 420
The Dalles, Oregon 97058

January 22, 1976

The Honorable Donnell Smith
Mayor of The Dalles
City Hall
The Dalles, Oregon 97058

Dear Mayor Smith:

At our meeting the other evening, you requested data pertinent to the traffic signals on 2nd and 3rd Streets. In reviewing our last traffic survey that was conducted in late '75, we find that only one of the intersections came within 60% of meeting the requirements, and the other seven intersections fell far below the warrants for signalization. This should help you in answering some of your inquiries.

If this office can be of further service, please feel free to contact us.

Sincerely,

Richard S. Hawkins
District Engineer

RS/jg
cc: Carl Williams

ORIGINAL APPROVED BY
RICHARD S. HAWKINS

E-123

RDE RAE
RTE RECEIVED ENV
RUE JAN 23 1976 RDE
RCO REGION 4 RDE
ASSIGNED ______________

The Dalles, Oregon
January 22, 1976

Richard S. Hawkins
District Engineer

Memo to File

On Tuesday, January 20, Carl Williams and I met with local committee calling themselves the Regional Development Council comprised of the following members:

Donnell Smith - Mayor, City of The Dalles
Hugh Elder - Wasco County Judge
Del Caesar - City Manager
Buzz DeFrate - Manager, Port of The Dalles
Dave Larson - Real Estate Interest
Henry Tiano - Manager, Northwest Natural Gas
Ray Matthews - City Council
Wilbur Kelly - Port Commission
Cliff Pierce - Manager, PP & L
Art Muller - Economic Development Committee
Doug Couch - Mid Columbia Economic Development District
Bud Hagen - Chamber of Commerce

Topics of discussion were:

1. New interchange Chenowith area - Carl Williams explained this had been requested earlier and had been taken up with Federal Highway Administration and the state highway engineer had responded negative at that time (1969), due to the fact the Feds wouldn't support this with funds.

   However, conditions do change and if it desires, the group should make their desires known, they were told that their chances were pretty slim. In addition, to improve whatever chance there might be, all local entities would have to put their efforts behind such an undertaking.

2. Lighting the West Second Street off-ramp - The group was told that a recent investigation of this matter indicated that illumination was not warranted, however, we would look into the suggestion that lights be provided on Second Street under the overcrossing.

3. The traffic signal on 2nd and 3rd was brought up and the group was informed that our latest study of this problem indicated that none of the intersections met the requirements for signalization.

4. A number of minor items were discussed and will be handled by the district office.

RS/jg

ORIGINAL APPROVED BY
RICHARD S. HAWKINS

9089

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
October 1, 1975

FROM: L.E. George
Traffic Engineer

SUBJECT: Traffic Signal Investigation
Mosier-The Dalles Highway
City of The Dalles

TO: R.L. Schroeder
Assistant State Highway Engineer

As per your request we have reviewed Carl Williams' September 26 letter regarding the traffic signals in The Dalles CBD. We acknowledge that the eight locations no longer meet standard warrants but we do not believe the signals should be removed or that the State should refuse to participate in future upgrading costs.

The Dalles has a population of 10,980. If the population was under 10,000; 70 percent of the standard warrants would be utilized. Using the lesser warrants 4 locations would come close to meeting the warrants. The point is that the signals are not badly unwarranted.

Secondly the signals do serve the important purpose of platooning traffic on the highway and serving as a speed control. That is a very important feature to the City Administration.

L.E. George

L.E. George
Traffic Engineer

RDT:pw

NOTED
R. L. SCHROEDER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: TRA 16-6

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
September 26, 1975

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT: Traffic Signal Investigation
Mosier-The Dalles Hwy.
City of The Dalles

TO: R. L. Schroeder
Asst. State Highway Engineer

As per your letter of August 19, 1975, we have conducted a traffic signal investigation at the subject location.

The eight locations studied are the present signalized intersections. None of these intersections meet the warrant for signalization.

The City of The Dalles is requesting the State's assistance in renovating these same signals.

I suggest the City be advised of the results of this study and told the State will not participate in further costs involving these signals, maintenance or otherwise.

CMW:jeh:mr

cc: L. E. George
R. S. Hawkins

NOTED
R. L. SCHROEDER

9-29-75
Original to Bud George
to review and comment.

RECEIVED
SEP 29 1975
Office of
Assistant State Highway Engineer

1029 4-75

THE DALLES

TOTAL ALLOCATION —	$254,874
TOTAL OBLIGATED —	78,721
UNOBLIGATED BAL. —	$176,153
PROJECTS COMITTED	
WASCO CO. SNIPES ST. P.E.	27,520
" " " " R/W & CONST.	203,470
COMMITTED —	$230,989
UNOBLIG. BAL. —	176,153
OVERCOMMITTED —	($54,836)
THE DALLES SIGNAL PROJECT	$129,000
MAXIMUM ADV.	145,500
100% CITY	($38,336)

9559

2.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

August 25, 1975

Mr. Del Cesar
City Manager
City Hall
The Dalles, OR 97801

470-K
574-S

Dear Mr. Cesar:

Based on our recent discussions in your office, I am enclosing a detailed outline of three possible revision plans involving the traffic signals in the central business district of The Dalles. If you will recall, I discussed the matter of possible financing with you for whatever plan we might mutually agree upon. As was indicated to you at that time, we are somewhat unsure of our own ability to finance this work. We do believe that the initial planning and some mutually agreeable plan should be chosen in order that both the City and the State can examine their abilities to finance this work. The enclosure and the estimated costs are self-explanatory.

It is our recommendation that serious consideration be given to Plan 3 at an estimated cost of $71,000.

Very truly yours,

L. E. George

L. E. George
Traffic Engineer

LEG:pb
Enc.
bc: R. L. Schroeder - w/enc.

Traffic Engineering Section
August, 1975

THE DALLES
PLAN I (Replace Everything)

Material and Item To Be Replaced	No.	$ In Place
Pole w/single arm	8	$ 8,800.00
Pole w/single arm and street light arm	8	12,000.00
Pole w/double arm and street light arm	8	10,400.00
8 ft. pedestrian pedestal	8	1,800.00
Pole foundation	24	12,000.00
Pedestal foundation	8	2,000.00
Interior illuminated sign	16	4,000.00
9" pedestrian signal	64	14,080.00
Vehicle signal w/backplate (12,8,8)	48	16,800.00
Controller w/cabinet (pretimed)	8	17,600.00
Wire	20,000 ft.	3,200.00
Control Cable	4,500 ft.	2,900.00
Conduit	2,000 ft.	4,000.00
Terminal cabinet	24	2,880.00
Service cabinet w/meter and breaker	8	900.00
Miscellaneous hardware	all	500.00
Remove existing installation	all	8,000.00

Project Cost = $184,700.00

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August 1975

THE DALLES
PLAN II (Minimum Work)

Material and Item To Be Replaced	No.	$ In Place
26 ft., 7 ga., 12" strain pole	1	$ 900.00
Concrete foundation	3	1,500.00
Reshim all poles and paint pole	25	2,500.00
Rewire intersection	8	3,200.00
Reinstall synchronizing circuit	4,000 ft.	8,000.00
Service cabinet w/meter and breaker	8	900.00
Remove illuminated signs and reinstall aluminum sign	16	800.00
Controller w/cabinet (pretimed)	8	17,600.00
Miscellaneous hardware	all	300.00

Project Cost = $59,500.00

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
August 1975

THE DALLES
PLAN III (Minimum Work Plus New Vehicle Heads)

Material and Item to Be Replaced	No.	$ In Place
Add all new light weight vehicle heads w/backplate and tether heads.	48	$ 16,800.00
	Plan II	34,000.00

Project Cost = $71,000.00

7-6-1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
August 15, 1975

NOTED
H. S. COULTER

FILE: ~~MAI 12-11~~
#292

FROM: Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT: Traffic Signal Replacement
Mosier-The Dalles Hwy.
City of The Dalles

TO: H. S. Coulter
Asst. State Highway Engineer

Some time ago, the front office agreed that when money was available they would participate in modernizing the traffic signals in downtown The Dalles. We have all proceeded on the idea that this work was good and necessary.

John Holcomb, Region Traffic-Utility Engineer, has been astute enough to point out that conditions have changed in downtown The Dalles since the original signal installations.

(1) The Columbia River Highway no longer runs through on 2nd and 3rd Streets. True, this is part of the Mosier-The Dalles Highway; but this is hardly a big traffic generator.

(2) Most, if not all, traffic in the downtown is at its destination or at worst, local traffic.

(3) The Dalles is seeking to make a mall out of 2nd Street and divert traffic to 1st Street as part of the couplet.

It seems to this writer that we should approach slowly any wholesale modernization and replacement of the existing traffic signals until alternate schemes have been worked out.

The real reason for all the signalization no longer exists.

CMW:mr

cc: L. E. George

cy - R L Schroeder
8-18-75

RECEIVED
AUG 18 1975
Office of
Assistant State Highway Engineer

90-1

2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 24, 1975

FILE: ~~TRA 16-6~~

ORIGINAL SIGNED BY
D. H. MOEHRING

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Traffic Signal System
The Dalles

TO: L. E. George
Traffic Engineer

This will acknowledge your June 16, 1975, letter concerning the city of The Dalles request for help on their signal system.

The cost of doing a proper job is apparently in the $200,000 to $300,000 area. Bob Judson advises that we do have two controllers which we might make available. Why don't we sell two controllers to the city of The Dalles, and at such time as the entire system can be installed, the two controllers can still be utilized in the more expensive and costly project at a future date.

Would you please determine whether the city of The Dalles can afford the $5,000.

DHM:ji
cc: H. S. Coulter
R. L. Schroeder
Carl Williams

9089

~~TRA 16-6~~

2.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE January 7, 1975

TO Memo to File

FROM Roger Trygstad
Traffic Control Engineer

SUBJECT Signal Upgrading
The Dalles CBD

[illegible]

At Mr. Schroeder's request, I have contacted Mr. Jerry Taylor, Administrative Assistant to Mr. Delbert Cesar, City Manager at The Dalles. I told him that the Highway Division was very interested in upgrading the signal system on the 2nd and 3rd Street couplet. The problem is lack of money.

I advised Mr. Taylor that all the intersecting streets which are signalized are on the urban system which would make this project eligible for urban system funding. I told him, of course, that the City would have to indicate that this project was high priority. Mr. Taylor indicated that they had a bridge project which he felt the City would rate as a higher priority, but that there should be some funds left over. As the new allocation will be coming out soon, it is quite possible that this project could be done with urban funds if it is the City's wish.

Mr. Taylor indicated that he would discuss this matter with Mr. Cesar and members of their council. He will either contact me, or go through the Region Office if they decide to utilize urban funds for the signal project.

RDT:rj

cc: ✓R. L. Schroeder
Carl Williams

[illegible]
R. L. S[illegible]

9089

L.

August 9, 1974

Mrs. Allen Tom, Chairman
Development Committee
City of The Dalles
313 Court Street
The Dalles, OR 97058

470-K

574-5

Dear Mrs. Tom:

Your July 29 letter requests consideration for the upgrading of the signal system in the central business district of The Dalles. We have had previous correspondence with the City of The Dalles concerning this matter and are aware of the situation involving the traffic signals in the central business district.

We are in agreement with the City that certain revision work is necessary. However, budgetary problems have made it necessary to defer this work.

As soon as funds become available for this work, the Highway Division will initiate a cooperative project with the City.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: Mayor Donnell Smith
City of The Dalles

bc: A. E. Johnson
R. L. Schroeder
L. E. George
Carl M. Williams

LEG:kw cm

The Hub of the Pacific Northwest
CITY of THE DALLES
OREGON

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

RECEIVED
STATE HWY ENGR
JUL 30 '74
REFER TO
[illegible]
FOR

Info	Inves	R/D	DIR	Sign	Act	File
		✓				

July 29, 1974

Mr. Fred Klaboe
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Klaboe,

After eight months of discussion aimed toward developing plans for upgrading the historic downtown business district of The Dalles, the Core Area Development Commission has come to the conclusion that any such plans will be virtually worthless without parallel upgrading of traffic flow through the area.

For too many years automobile movement on certain streets and corners has been severely impeded by insufficient traffic control devices. Inadequate provision for pedestrian safety and vehicular circulation is long past due. Some specific problem areas are--Second and Federal, Third and Federal, Second and Court, and Third and Court streets.

Because of the city's central location in the Mid-Columbia area, failure to maintain efficient automobile movement, combined with the normal aging effects on our business district is causing us to lose an unacceptable quantity of business to Portland. Unless these two problems can be treated jointly, the Core Area Development Committee is greatly concerned over our ability to alter this trend. The Committee therefore recommends that urgent consideration be given to a new system of traffic signals for downtown The Dalles.

Thank you for your prompt attention to this matter.

Sincerely,

Nicky Tom

Mrs. Allen Tom, Chairman
Development Committee

jlb

RECEIVED
JUL 30 1974
Office of
Assistant State Highway Engineer

9089

2.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE July 11, 1974

TO MEMO TO FILE

FROM L. E. George
Traffic Engineer

SUBJECT Signal Revisions
City of The Dalles

The Highway Division is aware of needed work involving certain revisions pertaining to the central business district signal system in The Dalles.

In May of 1973 the Highway Division advised the City that no work involving the signal system could be contemplated before the beginning of the fiscal year. Subsequent to that letter, Highway Division budgetary revisions resulting from legislative action and fuel tax revenue decreases required that this work be further delayed.

At such time as funds become available, the revision work involving the signal system will be scheduled.

LEG:kw
Attachment
cc: R. L. Schroeder
Carl M. Williams

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

1980 Thomas Creek (Devaney) Br. 9090
Sec. of FAS A496 (Kelly Rd.)
(Gr., pav., structure)

Smead
No. 2-152-5L
HASTINGS, MN - LOS ANGELES
GAN. OH - McGREGOR, TX U.S.A.

C+Q 5870 8-14-79, 11-15-76, 6-9-77

[illegible]

HIGHWAY DIVISION
INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	136615
DATE	3/23/83
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 1239
CODE	LINNCTY

LINN COUNTY
COURTHOUSE
ALBANY OR 97365

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	321	00			6,341.07
522-1094	296	00	000		6,341.07
522-1094	297	00	000		(6,341.07)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BRS-A496(3), THOMAS CR. (DEVANEY BR. SECTION)	
TOTAL PROJECT COST	729,876.96
LESS: FEDERAL FUNDS	(583,235.89)
LESS: ADVANCE DEPOSIT	(140,300.00)
AMOUNT DUE FROM LINN COUNTY	6,341.07

FINAL
110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
KEN HUSBY PH: 1-800-452-7813 EX. 8-6011 FOR CORRECTNESS OF CHARGES
OR ______ PH: ______ PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/10/83

COUNTY: LINN AGREEMENT NO: 5870 PROJECT NO: BRS-A496(3)

CONTRACT NO: 9090 SECTION: Thomas Creek (Devaney) Bridge

Cost Distribution 522-1094

CONSTRUCTION CHARGES (PARTICIPATING)	
Payment to Contractor	$656,888.65
Resident Engineer	63,495.12
Project Management Section	111.92
Materials Testing Laboratory	757.49
Technical Services Branch	715.59
Construction Branch	1,294.14
Region Engineer's Office	1,575.91
Other Construction Engineering	1,936.41
Training Courses, Conferences & Seminars	1,669.99
EEO Monitoring Expense	599.64
Total Participating Costs	$729,044.86

CONSTRUCTION CHARGES (NON-PARTICIPATING)	
Interest on Final Payment to Contractor	$ 9.37
Resident Engineer	581.55
Other Construction Engineering	13.57
Personal Leave	227.61
Total Non-Participating Costs	$ 832.10

County Share = (20% of Participating Costs)+(100% of Non-Participating Costs)
= 0.20 ($729,044.86) + $832.10
= $145,808.97 + $832.10
= $146,641.07

County Share of Construction	$146,641.07
Less: Advance Deposit(rec'd 3-21-80)	140,300.00
BALANCE DUE FROM COUNTY	$ 6,341.07

522-1094

MEMORANDUM 9C70 1-3-83

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BRS-A496(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 7/2/79 To: 9/20/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$729,876.96	$729,044.86	80%	$583,235.89	$583,235.89	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 1/3/83

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Thomas Cr. (Devaney Br. Section)					
	County Road in Linn County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 79+50 To Sta. 86+44)(Sta. 88+64 to Sta. 100+40)					
	Final Contract Payment Summary	Lump Sum			$331,898.35	
	Type Code X081					
	Structure, Br. #129535A (Sta. 86+44 To Sta. 88+64)					
	Final Contract Payment Summary	Lump Sum			324,990.30	
	Construction Engineering					
	State	All Required			71,556.57	
	Type Code 6201 $36,157.53					
	Type Code X081 35,399.04					
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			599.64	
	Type Code 6201 303.00					
	Type Code X081 296.64					
	Total Participating Cost				$729,044.86	
	Nonparticipating Cost					
	Interest on Final Payments	Lump Sum			9.37	
	Construction Engineering	ALL Required			822.73	
	Total Nonparticipating Cost				$ 832.10	
	Total Project Cost				$729,876.96	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/29/82.					
	AMOUNT CARRIED FORWARD					

```
                                 TOT        N1
                              ** JOB TOTALS **                **

                                                                                                      STATE
                    CONT NO         FA PROJ NOS                                           8,389.27CR   81      81
                         522   1082      296       00                                     8,389.27     81      81
                         522   1082      297       00
                                         TOT       00
                              ** JOB TOTALS **                **            **            **

                                                                                                      STATE
THOMAS CREEK (DEVANEY) BR   CONT NO 9090 * FA PROJ NOS BRS A496003 100
                         522   1094      201       00 P 1 Payment to Contractor         2,700.00CR      656,888.65   80      83
                         522   1094      203       00 P 1 Credit for Liquidated Damages 2,700.00                     81      83
                         522   1094      206       00 N 1 Interest on Final Payment                           9.37   81      81
                         522   1094      208       00 N 1 Deduction of Retainage Administration Costs        24.48CR 81      82
                         522   1094      296       00 N 9 Transfer of State Funds          35.57      695,695.89CR   80      82
                         522   1094      297       00 N 9 Transfer of Co Funds                        112,460.00     80      80




                                                                        JANUARY 1983        PAGE  358
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                          FISCAL            GRAND TOTAL      ACTIVE  YRS
      DESCRIPTION                                                      YEAR TO DATE          TO DATE         BEG     END
                           PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      35.57CR          583,235.89      80      82
                         522   1094      298       00 N 9 Transfer Fed Funds                             63,495.12      80      82
                         522   1094      900       00 P 1 Resident Engineer                                 581.55      81      81
                         522   1094      900       00 N 1 Resident Engineer                                 111.92      80      82
                         522   1094      920       00 P 1 Project Management                                 24.48      81      82
                         522   1094      928       00 N 1 Contract Accounting                .40            676.32      81      82
                         522   1094      940       00 P 1 Salem Materials Testing Lab                         1.50      81      81
                         522   1094      941       00 P 1 Portland    "       "      "                       79.67      81      81
                         522   1094      942       00 P 1 Eugene                                            715.59      81      82
                         522   1094      944       00 P 1 Technical Services Branch                       1,294.14      81      82
                         522   1094      945       00 P 1 Construction Branch             14.25          1,575.91      81      81
                         522   1094      946       00 P 1 Region Engineer's Office                        1,936.41      81      81
                         522   1094      948       00 P 1 Other Construction Engineering                     13.57      81      81
                         522   1094      948       00 N 1 Other      "          "                         1,669.99      80      81
                         522   1094      950       00 P 1 Training Courses, Conferences, & Seminars          227.61      81      81
                         522   1094      960       00 N 1 Personal Leave                                    599.64      80      81
                         522   1094      985       00 P 1 EEO Monitoring Expense                        729,044.86
                                         TOT       P1                            14.25              832.10
                                         TOT       N1                              .40
                              ** JOB TOTALS **                **                 14.65   **     729,876.96   **

                                                                                                      STATE
BNRR XNG-LASALLE-HARRISBURG   CONT NO         FA PROJ NOS RRS A465001 100                     5,436.33CR   82      82
                         522   1096      205       01 P 1                                    54,363.26     80      82
                         522   1096      270       01 P 1                                     2,000.00     81      81
                         522   1096      270       03 P 1                 11,077.80CR        48,385.45CR   81      82
                         522   1096      296       00 N 9                 11,077.80          48,385.45     81      82
                         522   1096      298       00 N 9                                     2,651.76     80      82
                         522   1096      900       02 P 1                     97.89                97.89     82      82
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
520-1022	1*	RS -A463-001 APPR-075	167,895.04	190,762.42	190,400.36	88.18	167,895.04	167,895.04		
520-1029	1*	RS -A462-001 APPR-075	1022,740.37	1160,186.54	1159,832.58	88.18	1022,740.37	1022,740.37		
	7			288,781.11						
	9*									
520-1029		PREFIX TOTALS	1022,740.37	1448,967.65	1159,832.58		1022,740.37	1022,740.37		
520-1043	1	RRS -A473-001 APPR-138	75,952.00	42,647.58	42,571.33	90.00	38,314.20	38,314.20		
520-1044	1	PMS -000S-102 APPR-140	172,900.00	172,576.24	172,338.14	100.00	172,338.14	172,338.14		
520-1056	1	HES -A454-002 APPR-141	67,930.00	75,782.48	75,662.29	90.00	68,096.06	66,051.64	166.06 B	1,878.36
520-1068	1	RRP -A452-001 APPR-139	64,571.00	204.84	204.84	90.00	184.36	184.36		
521-1088	1	RRP -0176-005 APPR-139				90.00				
522-1006	1	RRP -A500-001 APPR-139	51,237.00	44,614.91	44,614.91	90.00	40,153.42	40,043.79		109.63
522-1011	1	RS -A483-003 APPR-075	980,000.00	801,300.26	801,240.42	81.83	655,655.04	650,098.34		5,556.70
522-1071	1*	RS -A487-001 APPR-075	296,631.48	403,244.53	345,724.33	85.80	296,631.48	296,631.48		
522-1094	1*	BRS -A496-003 APPR-114	583,235.89	729,876.96	729,044.86	80.00	583,235.89	583,235.89		
522-1096	1	RRS -A465-001 APPR-138	51,141.00	53,761.61	53,761.61	90.00	48,385.45	48,385.45		
522-1097	1*	RRP -000S-040 APPR-139				90.00				
523-1039	1*	PMS -000S-018 APPR-140	54,962.71	54,962.71	54,962.71	100.00	54,962.71	54,962.71		
523-1063	1*	RS -B495-001 APPR-075	118,295.86	141,819.55	137,873.96	85.80	118,295.86	118,295.86		
523-1069	1*	SR -B482-001 APPR-079	14,644.23	16,607.20	16,607.20	88.18	14,644.23	14,644.23		
23-1073	1*	SR -B482-001 APPR-079	174,854.64	198,549.18	198,292.86	88.18	174,854.64	174,854.64		
523-1080	1	RS -B500-003 APPR-075	273,180.00	290,810.28	290,377.40	88.18	256,054.79	256,054.79		
523-1082	1	BHS -B487-001 APPR-114	41,952.00	43,754.87	43,736.71	80.00	34,989.37	34,448.05		541.32
524-1025	1*	RRS -A576-001 APPR-138	24,512.88	27,306.55	27,236.53	90.00	24,512.88	24,512.88		
524-1037	1*	RS -A599-001 APPR-075	509,907.79	578,893.22	578,257.87	88.18	509,907.79	509,907.79		
524-1068	1	RS -A590-003 APPR-075	363,421.00	416,415.35	416,106.09	88.18	366,922.35	363,421.00	3,501.35 B	
524-1083	1	PMS -000S-115 APPR-140	6,150.00	3,461.84	3,461.84	100.00	3,461.84	3,461.84		

9C73

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	134021
BILLING REQ. NUMBER	CC 82-08
DATE	4-1-82
YOUR ORDER NUMBER	
CODE	LINNCTY

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

LINN COUNTY BOARD OF COMMISSIONERS
COURTHOUSE
ALBANY OR 97321

ATTN: MR. WILLIS GRAFE - COUNTY ENGINEER

CREDIT DISTRIBUTION

325.00	59.39
522-2511-296-00-000	59.39
522-2511-297-00-000	(59.39)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: R/W Costs for the Thomas Creek (DeVaney) Bridge Section. Project No. RS-A496(2) FAS-A496	
County Share of R/W Costs	$851.39
County Advance Deposit	792.00
AMOUNT DUE STATE	$ 59.39

110.00 Final

734-1150 (6-81)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3/25/82	CC 82-08		522-2511-297

BILL TO: Code:

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321
Attn: Mr. Willis Grafe - County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: R/W Costs for the Thomas Creek (DeVaney) Bridge Section. Project No. RS-A496(2) FAS-A496			
County Share of R/W Costs			$851.39
County Advance Deposit			792.00
AMOUNT DUE STATE			$ 59.39
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount $ 792.00
Advance Deposit Previously Transferred to Highway Fund $ 632.00
Balance $ 160.00
Transfer to Highway Fund $ 160.00
Refund Due $ - - - -
Partial or final request for billing FINAL
Number of the previous request in connection with this service.

Amount Due $ 59.39

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
D. E. Swan, P.E.

Form 734 1191 (Rev. 1-79)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 3/25/82

COUNTY LINN **Contract No.** - - - **Date Completed** - - -

PROJECT # RS-A496(2) **Section** Thomas Creek (DeVaney) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
R/W Costs		$3,100.00
Acquisition Expense		4,710.85
TOTAL R/W COSTS		$7,810.85
Federal Funds Collected	$6,108.08	
County Share of Costs:		
1/2 ($7,810.85 - $6,108.08) = $851.39		
County Share of R/W Costs	$851.39	
County Advance Deposit	792.00	
AMOUNT DUE STATE	$ 59.39	

Reference: Billing Form CC 82-08

FORM 734-1745

522-2511

MEMORANDUM 1-5-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD RS-A-496(2) From: 11/1/77 To: 10/21/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,810.85	$7,810.85	78.20%	$6,108.08	$6,108.08	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		1/5/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Thomas er. DeVaney Br. Sec. Linn County					
	Type Code R.O.W.					
	Right of Way (Sta. 82+00 To Sta. 97+00)					
	Right of Way	All Required			$3,100.00	
	Total R.O.W. Cost				$3,100.00	
	Acquisition Expense					
	State	All Required			4,710.85	
	Total Acquisition Cost				$4,710.85	
	Total Participating Costs				$7,810.85	
	Participating Costs are for Right of Way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	Prepared based on Participating Costs as shown on Federal Billing as of 12/24/81.					
	AMOUNT CARRIED FORWARD					

```
TOTAL TO DATE JOB COST SUMMARY                                                        DECEMBER 19[illegible]      PAGE [illegible]
                                                                                          FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH     YEAR TO DATE          TO DATE
                                   514    2509        297      00 N 9                  [illegible]         1,5[illegible].86
                                   514    2509        298      00 N 9                                      [illegible],531.03
                                   514    2509        401      00 P 1                                       2,960.00
                                   514    2509        403      00 P 1                                         860.00
                                   514    2509        407      00 P 1                                      [illegible]054.96
                                   514    2509        408      00 P 1                                         220.00
                                   514    2509        409      00 P 1                                          62.34
                                   514    2509        411      00 P 1                                          52.56
                                   514    2509        412      00 P 1                                         [illegible]
                                   514    2509        412      00 N 1                                         265.40
                                   514    2509        414      00 P 1                                         954.85
                                   514    2509        419      00 P 1                                          10.00
                                   514    2509        920      00 P 1                                          62.42
                                   514    2509        930      00 P 1                                         417.00
                                                      TOT         P1                                          277.43
                                                      TOT         N1                                          265.40
                                                    ** JOB TOTALS **        **                                [illegible]

APPLEGATE RIV BR REPLACEMENT  CONT NO          * FA PROJ NOS RS  323001 100
                                   517    2513        296      00 N 9                                         440.00
                                   517    2513        298      00 N 9                                         440.00
                                   517    2513        407      00 P 1                                         738.[illegible]
                                   517    2513        414      00 P 1                                         [illegible]
                                   517    2513        920      00 P 1                  16.45                   30.52
                                   517    2513        930      00 P 1                                         100.54
                                                      TOT         P1                  [illegible]             [illegible]
                                                    ** JOB TOTALS **        **         16.45      **          [illegible]       **

THOMAS CK, [illegible]  CONT NO          * FA PROJ NOS RS  496002 [illegible]
                                   522    2511        296      00 N 9      [illegible]    [illegible]         [illegible]
                                   522    2511        297      00 N 9                                         [illegible]
                                   522    2511        298      00 N 9      [illegible]    [illegible]         [illegible]
                                   522    2511        401      00 P 1                                         [illegible]
                                   522    2511        407      00 P 1                                         [illegible].00
                                   522    2511        409      00 P 1                                         [illegible].49
                                   522    2511        409      40 P 1                                         [illegible]
                                   522    2511        412      00 P 1                                         840.47
                                   522    2511        414      00 P 1                                          20.10
                                   522    2511        415      00 P 1                                          66.41
                                   522    2511        426      00 P 1                                          80.44
                                   522    2511        920      00 P 1                  65.80                  250.83
                                   522    2511        930      00 P 1                                          18.75
                                   522    2511        950      00 P 1                                         810.85
                                                      TOT         P1                  65.80
                                                    ** JOB TOTALS **        **         65.80      **          [illegible]       **

S SANTIAM R BR (SWEET HOME) PLST V CONT NO        FA PROJ NOS RS  483002 100
                                   522    2514        296      00 N 9       59,[illegible]     [illegible]    [illegible]
```

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9235	Fossil Cr.-Bone Cr. Grant County	Sept. 15, 1981
Plumley Rock Crushing, Inc. No. 9299	Chiloquin Rock Prod. Klamath County	Sept. 15, 1981
Supervision, Inc. & Workman Const. Co. No. 9090	Thomas Creek (Devaney) Bridge Linn County	Sept. 17, 1981
Wildish Corvallis Const. Co. No. 8977	Grand Ronde (M.P. 20.0 - 21.7) Polk County	Sept. 22, 1981
R. L. Coats No. 8950	Bend S.C.L.-Murphy Rd. Deschutes County	Sept. 28, 1981

October 7, 1981 C. B. Jackmond
For C. T. Keasey
Asst. State Highway Engineer

9090

L.

September 28, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9090

Gentlemen:

On September 18, 1981, we wrote to you concerning release of final payment on Contract No. 9090 awarded to Supervision, Inc. and Workman Construction Co., J.V. for work on the Thomas Creek (Devaney) Bridge of FAS A496 in Linn County.

Final payment on this contract is $2,007 and the total contract amount is $656,888.65 including $4,702.11 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Supervision, Inc. and Workman
Construction Co., J.V.
Route 3, Box 335
Aurora, OR 97002

Mansfield & Co.
1311 N.W. 21st Ave.
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
A. Shirley

FINAL REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thomas Cr. (Devaney) Br.

WEEK ENDING: August 22, 1981

SECTION PREFIX: 522-1094

HIGHWAY: FAS A496 (Kelly Rd.)

COUNTY: Linn

NAME OF JOB: Thomas Creek (Devaney) Br.

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Supervision Inc. & Workman Const. Co.

CONTRACT NUMBER: 9090

FEDERAL AID PROJECT NUMBER: BRS-A496(3)

DATE OF CONTRACT: March 21, 1980

DATE WORK STARTED: April 2, 1980

ESTIMATED COMPLETION DATE: April 14, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 312

WORK DAYS USED:

CALENDAR DAYS USED: 312

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 701,762.96

EXCLUSIVE OF ENGINEERING: $ 646,116.56

ENGINEERING AUTHORIZATION: $ 55,646.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 654,727.11

ENGINEERING COST TO DATE: $ 58,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.3 %

PERCENT OF AUTHORIZATION: 104 %

DATE PROJECT WAS COMPLETED: April 14, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				K
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

The 3rd Notification was issued effective August 19, 1981.
The Final Project Inspection Report will be submitted next week.

SIGNED Kenneth D. Kamo LOCATION Albany
for J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9040

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-37	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 2	2-1	Project Number BRS-A496(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 1, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 711,660.00	$ 735,000.00
Federal funds	$ 569,328.00	$ 588,000.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 30, 1981

Federal Aid Project
No. BRS-A496(3)

Thomas Cr. (Devaney) Br. Section
County Road in Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 79+50 to Sta. 86+44)(Sta. 88+64 to Sta. 100+40)

Subtotal of previous estimate of March 24, 1980 $308,351.86

Previous Estimate

Flagman	120	Hour	21.00	$ 2,520.00
Embankment in Place	32,010	Cu. Yd.	3.75	120,037.50
Toe Trench Excavation	970	Cu. Yd.	2.00	1,940.00
1"-0 Aggregate Base	2,970	Cu. Yd.	11.15	33,115.50
Filter Blanket	430	Cu. Yd.	8.00	3,440.00
Keyed Riprap, Class 800	795	Cu. Yd.	20.00	15,900.00
Unkeyed Riprap, Class 800	940	Cu. Yd.	18.50	17,390.00
				$194,343.00

Revised Estimate

Flagman	200	Hour	21.00	$ 4,200.00
Embankment in Place	33,232	Cu. Yd.	3.75	124,620.00
Toe Trench Excavation	1,568	Cu. Yd.	2.00	3,136.00
1"-0 Aggregate Base	3,652	Cu. Yd.	11.15	40,719.00
Filter Blanket	617	Cu. Yd.	8.00	4,936.00
Keyed Riprap, Class 800	1,057	Cu. Yd.	20.00	21,140.00
Unkeyed Riprap, Class 800	1,016	Cu. Yd.	18.50	18,796.00
				$217,547.00

INCREASE	$ 23,204.00
SUBTOTAL	$331,555.86
ENGINEERING	39,737.14
TOTAL	$371,293.00

Type Code X081
Structure, Br. #129535A (Sta. 86+44 to Sta. 88+64)

Total the same as previous estimate of March 24, 1980 $363,700.00

Length of Roadway --------------------- 0.354 mi.
Length of Structure ------------------- 0.042 mi.
TOTAL 0.396 mi.

Cost of Roadway Per Mile --------------$1,048,850.28

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Roadway	$371,293.00	$297,034.00	$ 74,259.00
Structure	363,707.00	290,966.00	72,741.00
TOTAL	$735,000.00	$588,000.00	$147,000.00

Group 1	100%
Contract No.	9090
Prefix	522-1094
Prefix	522-1947

9090

STATE COPY 2

TO BE COMPLETED BY FHWA	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION**	te OREGON
MONTHLY TRANSACTION NUMBER 6-65		County LINN
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 5-6-81	Project Number ERS-A496(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 696,655.00	$ 711,660.00
Federal funds	$ 557,325.00	$ 569,328.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of May, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale F. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 30, 1981

Federal Aid Project
No. BRS-A496(3)

Thomas Cr. (Devaney) Br. Section
County Road in Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 79+50 to Sta. 86+44)(Sta. 88+64 to Sta. 100+40)

Subtotal of previous estimate of March 24, 1980 $293,346.36

Previous Estimate

Embankment in Place	28,800 Cu. Yd.	3.75	$108,000.00
Guard Rail Type 2A	1,100 Lin. Ft.	14.00	15,400.00
			$123,400.00

Revised Estimate

Embankment in Place	32,010 Cu. Yd.	3.75	$120,037.50
Guard Rail Type 2A	1,312 Lin. Ft.	14.00	18,368.00
			$138,405.00

Increase	$ 15,005.50
SUBTOTAL	$308,351.86
Engineering	39,601.14
TOTAL	$347,953.00

Type Code X081
Structure (Br. #129535A (Sta. 86+44 to Sta. 88+64)

Total the same as previous estimate of March 24, 1980 $363,707.00

Length of Roadway -----------	0.354 mi.
Length of Structure ---------	0.042 mi.
TOTAL	0.396 mi.

Cost of Roadway Per Mile -----$982,918.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Roadway	$347,953.00	$278,362.00	$ 69,591.00
Structure	363,707.00	290,966.00	72,741.00
TOTAL	$711,660.00	$569,328.00	$142,332.00

Group	1-100%
Contract No.	9090
Prefix	522-1094
Prefix	522-1947

9040

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** April 1, 1980	State: Oregon County: Linn Project No.: BRS-A496(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Thomas Cr. (Devaney) Br. Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-2-79	0.396
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 696,655.00	$ 557,325.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________

Assistant State Highway Engineer
(Title)

For: H.S. Coulter

State Highway Engineer
(Title)

By ____________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 4-1-8

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

6- Files

Oregon State Highway Division
Salem, Oregon, March 24, 1980

Federal Aid Project
No. BRS-A496 (3)

Thomas Cr. (Devaney) Br. Section
Linn County Road

Project agreement estimate

Type Code 6201
Roadway (Sta. 79+50 to Sta. 86+44) (Sta. 88+64 to Sta. 100+40)

Mobilization	All Required	(55%)	$ 27,500.00
Temporary Protection and Direction of Traffic	All Required		1,500.00
Temporary Signs	162 Sq.Ft.	5.43	879.66
Temporary Barricades	6 Each	85.00	510.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	275 Lin.Ft.	9.00	2,475.00
Flagmen	120 Hour	21.00	2,520.00
Clearing and Grubbing	All Required		4,200.00
Removal of Structures and Obstructions	All Required		4,666.00
Embankment in Place	28,800 Cu.Yd.	3.75	108,000.00
Toe Trench Excavation	970 Cu.Yd.	2.00	1,940.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	200 M-Gal	20.00	4,000.00
1"-0 Aggregate Base	2,970 Cu.Yd.	11.15	33,115.50
Class "B" Asphalt Concrete	1,340 Ton	27.78	37,225.20
24-inch Culvert Pipe	44 Lin.Ft.	30.00	1,320.00
Guard Rail, Type 1	50 Lin.Ft.	13.00	650.00
Guard Rail, Type 2A	1,100 Lin.Ft.	14.00	15,400.00
Guard Rail, Type 3	100 Lin.Ft.	28.00	2,800.00
Guard Rail Anchors, Type 1	1 Each	325.00	325.00
Guard Rail Anchors, Type 2	3 Each	400.00	1,200.00
Rail End Pieces, Type A	4 Each	30.00	120.00
Rail End Pieces, Type B	3 Each	80.00	240.00
Rail End Pieces, Type C	1 Each	160.00	160.00
Extra for Asphalt Approaches	4 Each	230.00	920.00
Extra for Asphalt Paved rock Surfacing Slopes	1 Each	450.00	450.00
Filter Blanket	430 Cu.Yd.	8.00	3,440.00
Keyed Riprap, Class 800	795 Cu.Yd.	20.00	15,900.00
Unkeyed Riprap, Class 800	940 Cu.Yd.	18.50	17,390.00
Roadside Seeding and Mulching	1 Acre	1,500.00	1,500.00
			$292,346.36

Anticipated Items

Temporary Erosion Control (E.W.)	All Required		$ 1,000.00
	Subtotal		$293,346.36
	Engineering		39,601.64
	Total		$332,948.00

Type Code X081
Structure Br. #12935A (Sta. 86+44 to Sta. 88+64)

Mobilization	All Required	(45%)	$ 22,500.00
Shoring, Cribbing, Etc.	All Required		40,000.00
Structure Excavation	370 Cu.Yd.	1.00	370.00
Structure Excavation Below Elevations Shown	20 Cu.Yd.	10.00	200.00
Furnish HP 10x42 Steel Piling	414 Lin.Ft.	15.00	6,210.00
Drive Steel Piles	9 Each	344.00	3,096.00
Splice Steel Piles	2 Each	100.00	200.00
Structural Concrete, Class 3300 (300 c.y.)	All Required		59,000.00
Structural Concrete, Class 4500 (105 c.y.)	All Required		17,010.00
Expansion Joint, Bent 3	35 Lin.Ft.	50.00	1,750.00
130'/135' Bulb Tee Prestressed Beams	7 Each	11,419.00	79,933.00
4'x35'/40' Prestressed Slabs	8 Each	2,902.00	23,216.00
4'x45'/50' Prestressed Slbas	8 Each	3,432.00	27,456.00
Reinforcement (56,700 lb.)	All Required		21,546.00
Coated Reinforcement (15,800 lb.)	All Required		8,600.00
Reinforced Concrete Bridge End Panels	156 Sq.Yd.	60.00	9,360.00
	Subtotal		$320,447.00
	Engineering		43,260.00
	Total		$363,707.00

Length of Roadway - - - - - - - - -	0.354 mi.
Length of Structure - - - - - - - -	0.042 mi.
Total	0.396 mi.
Cost of Roadway Per Mile	$840,531.08

Summary of Funds (80%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$332,948	$266,359	$66,589
Structure	363,707	290,966	72,741
Total	$696,655	$557,325	$139,330

Group 1 100%
Contract No. 9090
Prefix 522-1094
522-1947

Oregon State Highway Division
Salem, Oregon, March 24, 1980

Federal Aid Project
No. BRS-A496 (3)

Thomas Creek (Devaney) Br. Section
FAS-A496 (Kelly Road)
Linn County

(Nonparticipating - State Work)

State Responsibility for Damages	All Required	$1,000.00
Chain Link - 6' Fence	All Required	3,500.00

9090

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1981

In Reply Refer to
File No.: CON 5 #9090

Supervision, Inc. & Workman
Construction Company J/V
Rt. 3, Box 335
Aurora, OR 97002

Re: Time Extension Request
Thomas Creek (Devaney) Bridge
FAP No. BRS-A496(3)
Contract No. 9090

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of 12 calendar days is granted due to performance of extra work under Price Agreements No. 2 and 3 and Extra Work Order No. 1.

This will eliminate all liquidated damages under this contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Jack Martin "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
MAY 13 '81
REFER TO
FOR
Info Inves R/D D.R. Sign Act File

Form 734 [illegible]

522-1094

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: May 8, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Thomas Creek (Devaney) Br.
Contract 9090

Supervision, Inc. - Workman Construction J.V. by the attached formal request asked that we increase the authorized 300 calendar days on the subject project to a new total of 312 calendar days, the actual time it took to complete the project. This makes a 12 calendar day increase.

Resident Engineer Jack Martin details reasons to increase the contract time 14 days in his attached May 6 analysis. His analysis does not take into account weekends. Extrapolating his 14 days with six weekend days makes a grand total that he justifies of 20 calendar days.

This office has some question regarding these 20 calendar days inasmuch as other contract work could be accomplished simultaneously. The extent of this other contract work is somewhat limited. It definitely would not reduce the total below the 12 calendar days needed to remove all liquidated damages. Therefore, this office recommends granting the 12 requested calendar days requested by the contractor.

GW/rgb
cc: Jack Martin

5-12-81

CTK -
Recommend an extension of 12 calendar days be granted due to extra and added work:

P.A. 2 - Additional H-pile	4 WD
P.A. 3 - Extra inlet	3 WD
EWO 1 - Revise paving dam	3 WD
	10 WD = 14 C.D.

OM Jackmond

RECEIVED
MAY 11 1981
CONSTRUCTION BRANCH

REGION 2 ENGINEER
RECEIVED
MAY 7 1981
RLE RSE RE RCE RME RTE ROE ULE GEO RSO ENV RFE
dm

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 6, 1981
Albany, Oregon

FILE: 522-1094

JMMartin

FROM: J. M. Martin
Resident Engineer

TO: G. W. Wimer
Region 2 Construction Engineer

SUBJECT: Thomas Creek (Devaney) Bridge
Contract No. 9090
Time Extension Request

Forwarded herewith for approval is a request by Supervision Inc. & Workman Construction Co. for an increase of 12 Calendar Days to complete subject contract.

Specified time for completion is 300 Calendar Days. The section was paved and opened to traffic on February 20th, 1981 on which date 299 Calendar Days had been assessed. Work remaining after this date involved miscellaneous corrective work dictated by the Final Inspection on March 2, 1981.

The work consisted of dressing fill slopes, extending Bent 3 paving dam and replacement or repair of unacceptable pavement. All work was satisfactorily completed April 1 , 1981 on which date 312 Calendar Days had been assessed.

Approval of the time extension request is recommended on the basis of the following items of extra work:

Pile Driving and Pile Splicing P. A. 2, additional H-pile

Bid item quantity of 414 lineal feet of piling was increased 45% to 600 Lin. Ft. in order to achieve bearing. Pile splices increased 450% from 2 to 11. Estimated extra driving time was 4 days.

G-1 Inlet P. A. 3

The need for this item was determined after base rock was placed. Total time utilized was 3 days..

Subgrade Excavation

Removal of unstable material at north end of approach required 3 days.

Type 2A Guard Rail

Because the fill slopes in vicinity of Stations 92+00 to 94+00 Left were steepened to stay within the R/W 212.5 Lin. Ft. of guard rail was added. Installation required 1 day.

Thomas Creek (Devaney) Bridge
Contract No. 9090
Time Extension Request Cont.

Extend Paving Dam (EWO 1)

Because of a design error the paving dam at Bent 3 required a welded extension to bring the dam flush with the pavement. This work required 3 days.

Total extra time utilized was 14 days, therefore the 12 calendar days requested seems reasonable.

Attachments: (1)
cc: file

[illegible] w. original order and
[illegible] described above.
[illegible] is recommended.
[illegible] ______________________

REGIONAL CONSTRUCTION ENGINEER

Thomas Cr. (Devaney) Br.

9090 P.E. was under FAS-C. State paid the match. P.E. at no cost to counties prior to Jan 1, 1978.

per RHPrange
H. Reynoldson

KEHusky
4-7-81

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A400(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-13-77 To: 2-6-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$40,964.08	$40,964.08	85.80%	$35,147.87	$35,147.87	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		1/27/81
FORWARDED BY FHWA DIVISION OFFICE	V.F. Skoog, Controller	

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Thomas Creek (Weddle) Bridge Section					
	County Road in Linn County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$40,661.55	
	Type Code Y070					
	Archeological Salvage	All Required			303.33	
	Total Participating Project Cost				$40,964.88	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/15/80.					
	AMOUNT CARRIED FORWARD					

```
                              TOT       N1
                           ** JOB TOTALS **                     **        339.06  **      33.747.26  **
                                                                                                       STATE
THOMAS CR/WEDDLE BR)   CONT NO 0000 * FA PROJ NOS RS  496001 100
                          522   1947    296     00 N 9       1.602.13           5.937.87CR       35.147.87CR
                          522   1947    293     00 N 9       1.602.13CR         5.937.87         [illegible]
                          522   1947    901     00 P 1       1.461.34CR         1.461.34CR       10,[illegible]
                          522   1947    904     00 P 1                                           [illegible]
                          522   1947    905     00 P 1                                           4,[illegible]
                          522   1947    906     00 P 1          3.82CR             3.82CR        12,81[illegible]
                          522   1947    907     00 P 1                                           10.[illegible]
                          522   1947    909     00 P 1                                           [illegible]
                          522   1947    910     00 P 1                                           6[illegible]
                          522   1947    912     00 P 1                                           23.67
                          522   1947    913     00 P 1          7.00CR             7.00CR        [illegible]
                          522   1947    914     00 P 1                                           [illegible]
                          522   1947    918     00 P 1                                           2.[illegible]
                          522   1947    920     00 P 1         14.64CR                           [illegible]
                          522   1947    921     00 P 1        349.79CR           349.79CR        2.[illegible]
                          522   1947    922     00 P 1                                           [illegible]
                          522   1947    923     00 P 1                                           [illegible]
                          522   1947    926     00 P 1                                           3.[illegible]
                          522   1947    950     00 P 1         35.96CR            35.96CR        [illegible]
                                        TOT     P1           1.872.55CR         1.[illegible]    [illegible]
                           ** JOB TOTALS **                  1.872.55CR**       1.857.91CR**     40.904.83  **
                                                                                                       STATE
UPPER CALAPOOIA RIV BR RD   CONT NO      * FA PROJ NOS RS  482001 100
                          522   1948    296     00 N 9                          3.344.29CR       37.234.[illegible]CR
                          522   1948    293     00 N 9                          3.344.29         [illegible]
                          522   1948    901     00 P 1                                           10,[illegible]
                          522   1948    904     00 P 1                                           [illegible]
                          522   1948    905     00 P 1                                           [illegible]
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                                                                   JANUARY 1981       PAGE  791
TOTAL TO DATE JOB COST SUMMARY
                                                                       FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX     FUNCTION   GR   CURRENT MONTH    YEAR TO DATE      TO DATE
                                  522   1948    906     00 P 1                      253.41CR       [illegible]
                                  522   1948    909     00 P 1                                     1.[illegible]
                                  522   1948    910     00 P 1                                     7.[illegible]
                                  522   1948    910     00 N 1                                     1.[illegible]
                                  522   1948    913     00 P 1                                     [illegible]
                                  522   1948    914     00 P 1                                     1.[illegible]
                                  522   1948    918     00 P 1                                     [illegible]
                                  522   1948    920     00 P 1                      141.76CR       1.331.93
                                  522   1948    921     00 P 1                      105.11CR       [illegible]
                                  522   1948    923     00 P 1                                     61.36
                                  522   1948    924     00 P 1                                     7.[illegible]
                                  522   1948    926     00 P 1
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#9090

L.

X-01803

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544 • TELEPHONE (415) 489-7000

OCTOBER 22, 1980

TO: OREGON STATE HIGHWAY DIVISION

SALEM, OREGON

JOB: THOMAS CR. (DEVANEY) BR.
FAS A496 (KELLY RD.)
LINN COUNTY, OREGON
CONTRACT #9090

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property, which is described as above in the County of LINN, State of Oregon, and on the order of Contractor

WORKMAN CONSTRUCTION
RT. 3, BOX 335
AURORA, OREGON 97002

Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment, a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 13TH day of OCTOBER 1980, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, infact paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you, as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice that you do not understand, or if we can be of any other assistance to you.

SOLD TO: WORKMAN CONSTRUCTION
RT. 3 BOX 335
AURORA, OREGON 97002

Very truly yours,

A. M. Roberts

A. M. Roberts
Credit Manager

Mu MDW MC Fa

RETURN RECEIPT REQUESTED

CERTIFIED

P05 7252128

MAIL

files

L.

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

SX01803
MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544 • TELEPHONE (415) 489-7000

July 31, 1980

TO: Oregon State Hwy Div.

Salem, Oregon

#9090

SUBJECT: Thomas Cr. (Devaney) Bridge
FAS A496 (Kelley Rd.)
Linn County, Oregon

On 7/23/80, we commenced delivery of materials and supplies to the above location. We understand that you are the owner of this property.

These materials and supplies were ordered by:

Workman Construction
Rt. 3 Box 335
Aurora, Oregon 97002

This letter is not intended to reflect upon you or your contractor. However, the law requires that we notify you of all deliveries to your property and that we have the right to claim lien against the property if we are not paid. Payment by the owner or lender to the contractor or anyone else except us does not remove our right to claim a lien, unless we are in fact paid.

This is the only notice which is required and it will apply to all subsequent deliveries which we may make.

Sincerely,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Credit Manager

AR/njm

8/12/80
receipt
returned
Fran

SX01803

CALIFORNIA PRELIMINARY NOTICE

SX01803

YOUR ATTENTION IS DIRECTED TO **SECTIONS 3097 98 AND 3111, CALIFORNIA CIVIL CODE** WHICH REQ S US TO NOTIFY YOU "THAT IF BILLS ARE NOT PAID IN FULL FOR LABOR, SERVICES, EQUIPMENT OR MATERIALS FURNISHED, OR TO BE FURNISHED, THE IMPROVED PROPERTY (WHICH IS DESCRIBED HEREON) MAY BE SUBJECT TO MECHANICS' LIENS . (THIS STATEMENT IS APPLICABLE TO PRIVATE WORK ONLY.)

4990

THIS IS NOT A LIEN. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR.

YOU ARE HEREBY NOTIFIED:

DATE July 31, 1980

THAT THE UNDERSIGNED HAS FURNISHED OR WILL FURNISH LABOR, SERVICES, EQUIPMENT OR MATERIAL OF THE FOLLOWING DESCRIPTION:

INDIVIDUAL OR FIRM

(NAME) L. B. FOSTER COMPANY

(ADDRESS) P. O. BOX 3721

(CITY) (STATE) (ZIP) SAN FRANCISCO, CA. 94119

BY (SIGNATURE) A. M. Roberts

(TITLE) CREDI T MANAGER

DATE 7/31/80

(DESCRIPTION OF MATERIAL) 10" x 42lb x 50' steel H-Bearing Pile

(ADDRESS OF BUILDING, STRUCTURE, WORK OF IMPROVEMENT) Thomas Cr. (Devaney) Bridge
FAS A496 (Kelley Road)

(CITY) (STATE) (ZIP) Linn County, Oregon

THE NAME AND ADDRESS OF THE PERSON WHO CONTRACTED FOR THE PURCHASE OF SUCH LABOR, SERVICE, EQUIPMENT OR MATERIAL

IS Workman Construction
Rt 3, Box 335
Aurora, Oregon 97002

NOTICE TO PROPERTY OWNER

If bills are not paid in full for the labor, services, equipment, or materials furnished or to be furnished, a mechanic's lien leading to the loss, through court foreclosure proceedings, of all or part of your property being so improved may be placed against the property even though you have paid your contractor in full. You may wish to protect yourself against this consequence by (1) requiring your contractor to furnish a signed release by the person or firm giving you this notice before making payment to your contractor or (2) any other method or device which is appropriate under the circumstances.

TO: OWNER REPUTED OWNER OR PUBLIC AGENCY

Oregon State Highway Division

Salem, Oregon

TRUST FUNDS TO WHICH SUPPLEMENTAL FRINGE BENEFITS ARE PAYABLE

NAME

ADDRESS

NAME

ADDRESS

NAME

ADDRESS

MATERIAL MEN NOT REQUIRED TO FURNISH THE ABOVE

TO: ORIGINAL CONTRACTOR OR REPUTED CONTRACTOR

Workman Construction
Rt. 3, Box 335
Aurora, Oregon 97002

TO: CONSTRUCTION LENDER OR REPUTED CONSTRUCTION LENDER

NOTICE TO CONSTRUCTION LENDER ONLY

ESTIMATED TOTAL PRICE OF THE LABOR, SERVICES, EQUIPMENT OR MATERIALS DESCRIBED HEREON.

$ 6.247.69

FORM 81-734-3030

REGION 2 ENGINEER
RECEIVED
FILE: MAR 7 1980
☐ RLE ☐ RHE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ RFE]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 7, 1980

J.W. Dixon

FROM: J. W. Dixon
Region II R/W Supervisor

TO: Gerald Wimer
Region II Construction Engineer

SUBJECT: File 49884-Barton
Thomas Cr. (Devaney) Bridge
Kelly County Road
Linn County

Linn County completed the right of way settlement on this file. A right of way obligation they encurred requires the construction of a chainlink fence. It is impossible to justify this as far as federal aid is concerned. The County recognizes this and they are aware that all costs for this item must come from the County. I assume your resident engineer should be aware of this situation when he processes County reimbursement.

JWD:lj

cc Jack Marton w/attach TRA
D.E. Swan " "

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 4, 1980

FILE:

FROM: J. W. Dixon
Region II R/W Supervisor

TO: Rod Henry
Assistant R/W Manager

SUBJECT: File 49834-Barton
Thomas Cr. (Devaney) Br. Sec.
Kelly County Rd.
Linn County

After further review of this file it is apparent that some items of the settlement need documentation regarding their justification or lack of same.

Our final review, before the county took this file over, was $2,675 on 2/9/78, or a unit value of $1,510. This was for 1.63 acres. The county purchased 2.60 acres at $1,825 per acre for a total of $4,745.00. Of this total, 2.25 acres is justified as right of way and uneconomic remnant. The passage of time, 2 years, would justify the increase from $1,510 to $1,825. The additional 0.35 acres which was purchased as abuffer strip is not justifiable and the county concurs with this concept. Therefore, for the land alone $638.75 (0.35x$1,825) must be born by the county.

~~Another item of the settlement is the construction of a chainlink fence. In this rural farm area their is no justification for this fencing. Again, the county agrees with this thought and they understand they will have to bear the full cost of the fencing.~~

In looking through the pictures of subject and sales it is clear that there is timber on the subject and little if any, on the sales. The agreement to cold deck, the timber is reasonable in light of the fact that a cruise probably was in order

Extracting those parts of the settlement which are recognized as not being eligible for federal aid results in a reasonable agreement for both the county, and property owner.

7-10

HIGHWAY DIVISION - ODOT 378-6516

FILE

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
   Ione/Gooseberry Road
   Morrow County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
   Wilson Road
   Morrow County

   Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
   Pacific Highway, Multnomah County
   Structure

   Deck joint repair.

   Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
   FAS Route B 611, Union County
   Structure

   Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
   Wallowa Lake Highway, Wallowa County
   Grading, Paving and Culvert

   Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

   Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
   Scholls Highway, Washington County
   Paving and Signals

   A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
    Yamhill County
    Grading and Paving

    Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

    Same as No. 3.

11. Deer Creek
    Gropher Valley Road, Yamhill County
    Grading, Paving and Structure

    Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

    Same as No. 3.

12. Dundee (S.W. 5th Street)
    City Street, Yamhill County
    Paving

    Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

    Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
    Springbrook Street, Yamhill County
    Grading and Paving

    Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

    Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
    Front Street, Marion County
    Grading and Paving

    Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

9070

February 29, 1980

CB# 4

Linn County
Board of Commissioners
Courthouse
Albany, Oregon 97321

Attn: Del Riley
County Clerk

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Supervision, Inc. & Workman Const. Co., a Joint Venture, P.O. Box 132, Chinook, Washington 98614 for construction of the Thomas Creek (Devaney) Br. on Kelly Road. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$612,793.36
Temporary Erosion Control	$ 1,000.00
State Responsibility for Damages	1,000.00
CL-6 Fence (400' +)	3,500.00
4 1/2% Contingencies	27,823.20
9% Engineering	55,646.40
ESTIMATED TOTAL COST	$701,762.96

County's Advance Deposit
20% of $701,762.96 = $140,352.59 or say $140,300.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 22, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. N. Howell
for D. E. Swan
Operation Programming Engineer

Rec. 3-21-80
Notified Phil.
H

FFH:pf

bcc w/AD # 741: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 741
when check is received.

revise 2/14/80 Rm.

Section Thomas Cr. (Levaney) Bridge Programming Estimate $ 809 000
Highway FAS A 496 (Kelly Rd.) Project Length 0.40 mi.
County LINN Completion Time 300 CD
Kind of Work Grading, Paving & Structure Est. Comp. Date Jan. 25, '81
Prefix 522 - 1947 Letting Date Feb. 28, '80 Project No. BRS - A496(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 707,332 00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		
Roadside Seeding & Mulching		$ 5,500 00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages	1,000	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
CL-6 fence (400'±)	3,500	
Subtotal		$ 712,832 00
Contingencies (4-1/2%)		32,077 44
Engineering (8, [✓ 9], 10%)		64,154 88
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 809,064 32

APPROVED

2-14-80
H

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date Aug. 1, '79

ection Thomas Cr. (DeVancy) Bridge
County Linn
ind Of Work Grading, Paving & Structure
Length 0.40 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(9%)	53,000-
Temporary Protection and Direction of Traffic		All	All	-	2,235-
Temporary Signs		Sq. Ft.	162	6-	972-
Temporary Barricades		Each	6	125-	750-
Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	275	8-	2,200-
Flagmen		Hour	120	21^{50}	2,580-
ROADWORK					
Clearing and Grubbing		All	All	—	$5,500^{00}$
Removal of Structures and Obstructions		All	All	—	4000^{00}
Embankment in Place		Cu. Yd.	28,800	5^{00}	144,000
Toe Trench Excavation		Cu. Yd.	970	11^{00}	10,670-
Finishing Roadbed and Slopes		All	All	—	3000-
Watering		M-Gal	200	10^{00}	2,000-
1"-0 Aggregate Base		Cu. Yd.	2,970	10^{50}	31,195-
Class "B" Asphalt Concrete		Ton	1,340	34^{00} ~~[illegible]~~	45,560- ~~43,[illegible]~~

EGON STATE HIGHWAY DIVISION
-SUMMARY--BID-SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Aug. 1, 1979

ection Thomas Cr. (DeVaney) Bridge
County Linn
ind Of Work Grading, Paving & Structure Length 0.40 mi.
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	24-inch Culvert Pipe		Lin. Ft.	44	33^{00}	1,452-
	Guard Rail, Type 1		Lin. Ft.	50	12^{00}	600-
	Guard Rail, Type 2A		Lin. Ft.	1,100	15^{00}	16,500-
	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	3,000-
	Guard Rail Anchors, Type 1		Each	1	350^{00}	350-
	Guard Rail Anchors, Type 2		Each	3	400^{00}	1,200-
	Rail End Pieces, Type A		Each	4	75^{00}	300-
	Rail End Pieces, Type B		Each	3	100^{00}	300-
	Rail End Pieces, Type C		Each	1	160^{00}	160-
	Extra for Asphalt Approaches		Each	4	200^{00}	800-
	Extra for Asphalt Paved Rock Surfacing Slopes		Each	1	350^{00}	350-
	Filter Blanket		Cu. Yd.	430	15^{00}	6,450-
	Keyed Riprap, Class 800		Cu. Yd.	795	15^{00}	11,925-
	Unkeyed Riprap, Class 800		Cu. Yd.	940	10^{00}	9,400-
	Roadside Seeding and Mulching		Acre	1	800-	800-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Aug. 1, 1979

Section Thomas Cr. (DeVaney) Bridge
County Linn [illegible]

Kind Of Work Grading, Paving & Structure
Length 0.40 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE →				(subT.	[illegible]
	Shoring, Cribbing, Etc.		All	All	-	15,000-
	Structure Excavation		Cu. Yd.	370	15-	5,550-
	Structure Excavation Below Elevations Shown		Cu. Yd.	20	15-	300-
	Furnish HP10X42 Steel Piling		Lin. Ft.	414	12-	4,968-
	Drive Steel Piles		Each	9	800-	7,200-
	Splice Steel Piles		Each	2	100-	200-
	(300 C.Y. @ [illegible]) Structural Concrete, Class 3300		All	All	-	[illegible]
	(105 C.Y. @ [illegible]) Structural Concrete, Class 4500		All	All	-	[illegible]
	Expansion Joint, Bent 3		Lin. Ft.	35	60-	2,100-
	130'/135' Bulb Tee Prestressed Beams		Each	7	13,600	95,200-
	4'×35'/40' Prestressed Slabs		Each	8	2,900	23200-
	4'×45'/50' Prestressed Slabs		Each	8	3,800	30,400-
	Reinforcement [illegible]		All	All	-	28,350-
	Coated Reinforcement [illegible]		All	All	-	1,350-
	Reinforced Concrete Bridge End Panels		Sq. Yd.	156	50-	7,8[illegible]

U. S. DEPARTMENT OF TRANSPORTAT · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.
BRS-A496(3)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
70317

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '80
REFER TO
FOR

2-20

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7/2/79	2/6/80	Secondary A496
		STATE ROUTE NUMBER
		County Road

GENERAL LOCATION:

Thomas Creek (Devaney) Bridge Section

GENERAL DESCRIPTION OF WORK:

Authorization to Advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/28/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80	G.K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

2/10

FAS A496

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 131180
Donald L Brant

~~3-29-79~~ 10-18-79 Bid Letting ____________ All Clear Deadline

SECTION Thomas Creek (Devaney) Br.
Highway FAS-A496 Kelly Rd.
County Linn Region 2
Type of Work Structure Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☐	☒	☐	☐	☒
Write-off Letter	☒	☐	☐	☐	☐

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☐	☒	☐	☐	☒
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☐	☒	☐	☐	☒
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☐	☒	☐	☐	☒

7070

FAS A496

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 131/80

Donald L. Brant

~~3-29-79~~ 10-18-79 Bid Letting ______ All Clear Deadline

SECTION Thomas Creek (Devaney) Br.
Highway FAS-A496 Kelly Rd.
County Linn Region 2
Type of Work Structure. Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands		☒			☒
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study		☒			☒

Linn

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 30, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 28, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. BRS-A496(3)

Highway No. 522 - County

Federal-aid Project Name Thomas Creek (Devaney) Br. Linn County

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☐ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☒ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☒ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard Stoudenmayer
Cole Sample
Eriksen Watson

Rod Henry

RJH:jk

DC

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Section Thomas Cr. DeVaney) Br. Programr g Estimate $
Highway FAS A 496 (kelly Rd.) Project Length 0.40 miles
County Linn Completion Time 300 CD
Kind of Work Grading, Paving & Structure Est. Comp. Date 12-22-80
Prefix 522-1947 Letting Date Jan. 24, '80 Project No. BRS-A496(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

701,972.00
Estimated Contract Amount . . . . $ 694,322.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
✓ Temporary Erosion Control	1,000	
State Furnished ______		
Roadside Seeding & Mulching		$ [illegible]
Asphalt Cement Adjustment.		
On the Job Trainees		
✓ State Responsibility for Damages.	1,000	
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

703,972.00
Subtotal $ 696,322.00

678.74
Contingencies (4-1/2%) . . . . 31,35[illegible].48

63,357.48
Engineering (8, [✓ 9], 10%) . . . . 62,[illegible]15.23

~~Subtotal~~ $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 790,392.95
799,008.22
1-11-80

[illegible] to

APPROVED

______
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date Aug. 1, '79

ection Thomas Cr. (DeVancy) Bridge
County Linn
ind Of Work Grading, Paving & Structure
Length 0.40 mi.
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	58,000 57,000-
	Temporary Protection and Direction of Traffic		All	All	-	2,235-
	Temporary Signs		Sq. Ft.	162	6-	972-
	Temporary Barricades		Each	6	125-	750-
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	275	8-	2,200-
	Flagmen		Hour	120	21^{50}	2,580-
	ROADWORK					
	Clearing and Grubbing		All	All	—	$5,500^{00}$
	Removal of Structures and Obstructions		All	All	—	4000^{00}
	Embankment in Place		Cu. Yd.	28,800	5^{00}	144,000-
	Toe Trench Excavation		Cu. Yd.	970	11^{00}	$10,670^{00}$
	Finishing Roadbed and Slopes		All	All	—	3000^{00}
	Watering		M-Gal.	200	10^{00}	2,000-
	1"-0 Aggregate Base		Cu. Yd.	2,970	10^{50}	31,185-
	Class "B" Asphalt Concrete		Ton	1,340	30^{00}	40,200-

EGON STATE HIGHWAY DIVISION
-SUMMARY--BID-SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Aug. 1, 1979

ection Thomas Cr. (DeVaney) Bridge
County Linn
ind Of Work Grading, Paving & Structure
Length 0.40 mi.
Name Bricher

o	Item	Code	Unit	Quant.	Unit Cost	Total
	24-inch Culvert Pipe		Lin. Ft.	44	33^{00}	1,452-
	Guard Rail, Type 1		Lin. Ft.	50	12^{00}	600-
	Guard Rail, Type 2A		Lin. Ft.	1,100	15^{00}	16,500-
	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	3,000-
	Guard Rail Anchors, Type 1		Each	1	350^{00}	350-
	Guard Rail Anchors, Type 2		Each	3	400^{00}	1,200-
	Rail End Pieces, Type A		Each	4	75^{00}	300-
	Rail End Pieces, Type B		Each	3	100^{00}	300-
	Rail End Pieces, Type C		Each	1	160^{00}	160-
	Extra for Asphalt Approaches		Each	4	200^{00}	800-
	Extra for Asphalt Paved Rock Surfacing Slopes		Each	1	350^{00}	350-
	Filter Blanket		Cu. Yd.	430	15^{00}	6,450-
	Keyed Riprap, Class 800		Cu. Yd.	795	15^{00}	11,925-
	Unkeyed Riprap, Class 800		Cu. Yd.	940	10^{00}	9,400-
	Roadside Seeding and Mulching		Acre	1	800-	800-

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Aug. 1, 1979

Section Thomas Cr. (DeVaney) Bridge
County Linn
Kind Of Work Grading, Paving & Structure
Length 0.40 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE →				(subT.	341,093 334,943-
	Shoring, Cribbing, Etc.		All	All	-	15,000-
	Structure Excavation		Cu. Yd.	370	15-	5,550-
	Structure Excavation Below					
	Elevations Shown		Cu. Yd.	20	15-	300-
	Furnish HP10X42 Steel Piling		Lin. Ft.	414	12-	4,968-
	Drive Steel Piles		Each	9	800-	7,200-
	Splice Steel Piles		Each	2	100-	200-
	(300 C.Y. @ 250 → 260 Structural Concrete, Class 3300		All	All	-	75,000 78000
	(105 C.Y. @ 265; 245 Structural Concrete, Class 4500		All	All	-	27,825- 30,975
	Expansion Joint, Bent 3		Lin. Ft.	35	60-	2,100-
	130'/135' Bulb Tee Prestressed Beams		Each	7	13,600	95,200-
	4'×35'/40' Prestressed Slabs		Each	8	2,900	23,200-
	4'×45'/50' Prestressed Slabs		Each	8	3,800	30,400-
	Reinforcement ([illegible] lbs @ 0.50)		All	All	-	28,350-
	Coated Reinforcement (15,800 lbs. @ .75)		All	All	-	11,850-
	Reinforced Concrete Bridge					
	End Panels		Sq. Yd.	156	50-	7,800-

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 522

522-1947

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-A496(1)
Project Name Thomas Creek (Devaney) Bridge
Kelley Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 2nd day of January, 1980

County of LINN

Mary Keenan
~~County Judge~~/Chairman

Vernon Schrock
Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 1-2-80

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9040

August 14, 1979

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

MISC. CONTRACTS and
AGREEMENTS No. 5870

Attention: Del Riley
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Thomas Creek (Devaney) Bridge Section of Kelly Road in Linn County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRS-A496(3)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70317

FROM:

G. L. Green, Division Administrator

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Secondary A496
7-2-79	7-2-79	STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Thomas Creek (Devaney) Br. Section

GENERAL DESCRIPTION OF WORK:

One structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO Moehring
FOR
Info | Inves. | R/O | O/R | Sign | Act | File

7/5 orig

REMARKS

As requested in Mr. Swan's letters of 12-4-78 and 7-2-79 you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $649,000, Federal funds $519,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 7-2-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street, SW
ALBANY, OREGON 97321

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

December 29, 1978

Phillip O. Stearns
Federal Aid Specialist
Region II
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Re: Federal Aid Fund Obligation,
Devaney Bridge (FAS A-496); ✓
S. Santiam River Bridge
(Pleasant Valley Rd. FAS A-483)

Dear Mr. Stearns:

As you are aware, we have requested previously that Devaney Bridge construction be delayed pending availability of Special Bridge Replacement funds. Please do not obligate regular FAS funds for the project at this time.

It will probably be at least two years before it will be possible to go to construction on the South Santiam River Bridge at Sweet Home so we feel it would be appropriate to continue the project in a P. E. status at this time so others may obligate the funds thus released.

Please prepare our 1979 Status of FAS Funds report to show the above.

Sincerely,

Willis R. Grafe
Willis R. Grafe
Linn County Engineer

WRG:bms

Reynoldson
Don't cancel FAS Survey

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street, SW
ALBANY, OREGON 97321

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

December 13, 1978

Mr. Phillip Stearns
Region Federal Aid Engineer
Oregon State Highway Division
2960 East State State Street
Salem, Oregon 97310

Re: Thomas Creek (Devaney)
Bridge No. 12935

Dear Mr. Stearns:

It appears that, despite all earlier discussion and correspondence, some confusion still exists regarding the appropriate and desired funding category for the subject project, now virtually ready to go to construction.

Hopefully by means of this memorandum and accompanying information, this confusion can be resolved and some way found to solve the instant problem and avoid future ones.

Taking our cue from the fact that the 1976-1982 six-year plan on pages 3-18 (copies attached), listed the project as eligible for special bridge replacement funds, on June 2, 1976, a project request was submitted to initiate work on the project. It will be recalled the FAS-C project request form was used since no other form appeared appropriate to the situation.

Throughout the application, on pages 3, 6, and 9, (copies attached), in appropriate places, reference was made to use of SBR funding. This was to assure that the appropriate methods could be exercised if found appropriate. The cover letter of June 4, 1976, (copy attached), further explained our intention of using SBR funds for this project.

A project agreement covering the work as an FAS-C project was approved by the Transportation Commission on September 28, 1976, and preliminary engineering and design proceeded on schedule, with, so far as we understood, a clear understanding that SBR funds would be forthcoming in time to proceed to construction, since we appeared to be firmly established as eligible on the six year plan. In retrospect, it may be that our major mistake was in allowing the agreement to include construction on an FAS-C form, but no other category was indicated as appropriate at that time.

Original back to Stearns 12-22-78 for answering.
Presently 68th on a statewide list of 115 deficient bridges. It is 9th of those on Co system. Hart says "very marginal" for 1980 funding with SBR. Does suggest considering "new inspection" in the [illegible]

Orange (R)
[illegible]
Hildebrand

Subsequent to the agreement, and without any significant change in the condition of the structure, it was dropped from the eligible list. When we inadvertently discovered this, it was immediately brought to the attention of the state bridge maintenance office by a December 13, 1977, letter, (copy attached), and their prompt subsequent inspection re-established the seriousness of the condition of the superstructure and, presumably, restored it to the eligible list.

The bridge has been load limited to 12 tons. Within the past year we have spent significantly more than the $25,000.00 estimated in the letter, including replacement of a major cross member (needle beam).

We now find ourselves faced with (1) a still deteriorating bridge long after the SBR funds were expected to be made available; (2) significant continuing maintenance cost to protect the public, and (3) a general lack of information as to when we may expect to re-establish eligibility to where it purportedly was in 1976, some 30 months ago.

To summarize after all the rhetoric, we are seeking answers to the following:

1. Do we need to go back and start over with a new project agreement to allow us to use SBR funds?
2. How can we get back from wherever we may now be to where we thought we were in June, 1976, so far as eligibility is concerned?
3. If the bridge is on the eligible list, something we have been unable to determine with any degree of certainty through telephone calls, what sort of time frame may we be able to expect for funding?

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bms

Attachments:	pgs. 3-18, 1976-1982 six year program
	pgs, 3, 6, & 9, June 2, 1976, FAS-C application form
	June 4, 1976 Transmittal letter
	June 13, 1976, Grafe to Wood
	December 18, 1977, Grafe to Stearns
	January 4, 1978, Hart to Stearns

SPECIAL BRIDGE REPLACEMENT

This is a special fund created by the Federal-aid Highway Act of 1970 and continued under the 1976 Act. Regulations governing state highway divisions are set forth in the National Bridge Inspection Standards. Oregon has a regional inspection team whose responsibility is to inspect all structures at regular intervals not to exceed two years. Oregon is also responsible to maintain an inventory of structures which is made available to the U.S. Department of Transportation, Federal Highway Administration.

These funds must be applied for by each state and approved by the Federal Highway Administration on an individual project basis.

To date, Oregon has received approximately $4,939,000 to meet this need.

With every state competing for these funds on need basis it is impossible to predict when and how much future approtionments will be to the State of Oregon.

The matching ratio of these funds are 75% Federal and 25% State or local. The following listing of bridges comprise those most in need of replacement in Oregon based on the sufficiency rating computed from information submitted to the Federal Highway Administration, Washington office.

Highway No.	County	Route No.	Region	Highway Name	Section	Bridge No.	Work	Construction* Estimate ($1,000)
9	Lincoln	US101	2	Oregon Coast	Yachats River Bridge	1173	Structure	500
455	Malheur	US201	5	Ontario Spur	Snake River Bridge	1000	"	2,000
9	Tillamook	US101	2	Oregon Coast	Nehalem River Bridge	574	"	1,600
City St.	Multnomah	-	1	City Street	S.E. Holgate St. RR Oxing (Portland)	-	"	2,000
-	Linn	763	2	-	Thomas Creek Bridge	12935	"	199
City St.	Union	-	5	-	UPRR 2nd St. (La Grande)	9069	"	1,290
9	Coos	US101	3	Oregon Coast	Coalbank Slough Bridge	2478	"	1,230
244	Coos	-	3	Coquille-Bandon	Coquille River Bridge	598	"	1,625
2W	Clatsop	US30	2	Lower Columbia	John Day River	1827	"	2,000

*Construction estimates shown are structure costs only.

5-25-76

25. Will detour be constructed and maintained by County? Yes N/A No ____

26. Will detour be constructed & maintained by Contractor? Yes N/A No ____

27. Will County sign project outside work area during construction? Yes ____ No X

28. Will Contractor sign project outside work area during construction? Yes X No ____

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain Funding available either through bridge replacement funds or FAS funds. No other restraints except time for project development.

33. Existing facility - Total top width 24'
Travelway width and surface 20' Oil, ____
Shoulder width and surface 2' Gravel, ____

Remarks re Section I: Roadwork is incidental to the structure; relocation and new right-of-way are necessary. New location makes detour unnecessary.

II. BRIDGE PROJECT DATA

1. Name of river or stream Thomas Creek

2. Name of bridge Weddle Bridge (covered)

3a. Dimensions of existing bridge. Length 192' Roadway Width 18' Type Wood Covered
b. Dimensions of existing approaches. Type Oil Mat Width 20' Shoulders 2'

4. Type of design and material used in existing bridge. Untreated timber covered bridge with timber trestle approaches.

5. Location (please attach map with location marked):
Section 21 Township 8S Range 2W W.M.

6. Desired width of proposed bridge 30' Approx. length 200'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

If yes, explain Bridge replacement or FAS funding.

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width Oil, 20'

Shoulder surface and width Gravel, 2'

S or W Side - Travelway surface and width Oil, 20'

Shoulder surface and width Gravel, 2'

Remarks re Section II: Untreated timber covered bridge constructed in 1937. Very low sufficiency rating making eligible for bridge replacement funding. New alignment will enable construction without traffic interference.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:

By State?

By Consultant? Yes X No ___

By County? Yes ___ No ___

(NOTE: a. If project is cancelled, County must pay for survey. Yes ___ No ___

b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ___ No X

3. Construction plans and specifications to be prepared:

By State?

By Consultant? Yes X No ___

By County? Yes ___ No ___

Yes ___ No ___

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X

(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: County will monument. It is anticipated this project will go to completion either as FAS or bridge replacement project.

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

V. MATERIAL SOURCES

N/A

1. Gravel__________ Quarry__________ Cinders__________
2. Owner: County__________ State__________ Private__________ Other__________

3. Location:__________ Section__________ Township__________ Range__________ W.M.

4. If County lease, what are royalty payments?__________

5. Materials furnished by County: Borrow__________ Select Topping__________
   Base Course__________ Level Course__________ Mineral Aggregates__________
   Location__________
   Miscellaneous Items__________

Remarks re Section V: No activity contemplated in this area.

VI. FINANCIAL DATA

1. Estimated Cost: $ 200,000.00

2. Available FAS Funds $ 316,000.00

3. Does County wish advancement of future Federal funds? Yes____ X
   Amount__________

4. Date match money is available Currently

5. Will there be any 100% County money? Yes____ X

6. Maximum amount of 100% County money available: $__________

7. Date County request letting: When ready

Remarks re Section VI: To our best knowledge and belief, this project can be funded as soon as ready. In any case, it is expected that it will use FAS or Bridge Replacement funds.

Weddle Bridge

June 4, 1976

Mr. Phillip Stearns
Region Federal Aid Engr.
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Attached you will find a completed project request for the Weddle bridge section of FAS route#763 in Linn County.

This structure is below the sufficiency rating required for eligibility under the bridge replacement program, and has been posted with an 18 ton load limit.

It is not anticipated that any encroachment on the streambed will be necessary, and the existing gradeline should be adequate for stream clearance on a new structure.

The project will eliminate a 100' radius curve approach on one end of the existing bridge, which will be left in place for disposition by the County under there policies.

It is our feeling the environmental considerations for this project can be adequately dealt with by means of an assessment, since the right-of-way needs are very minor and the impacts on the other enviromental disciplines appear to result for the most part in benefit.

Very Truly Yours,

Willis R. Grafe
Linn County Engineer

WRG:bt
Encl

December 13, 1977

Mr. John H. Wood, Bridge Maintenance Engineer
Oregon State Highway Division
885 Airport Road
Salem, Oregon 97310

RE: Thomas Creek (Weddle) Bridge No. 12935

Dear John:

Enclosed you will find copies of our 1971,1972,1973,1975, and current (1977) inspection reports for subject covered bridge on FAS route A-496 (C.R.#622).

This bridge has suffered continuing deterioration in major components since 1975, and we anticipate a major maintenance effort as soon as we can make the men and equipment available. We estimate this cost to be in the neighborhood of $25,000.

The 1976-1982 six year plan listed this structure as eligible for SBR funds, but we understand other worse cases have arisen since and it will no doubt be some time before such funding could possibly be made available.

We noted on the 1975 report that, despite a low rating of 4 under item 59-2 stringer, the overall condition rating under 59, superstructure was 7. We must accept some responsibility for this by virtue of our responsibility to review these reports, but felt it merited special notice, and might be responsible for part of our priority rating problem.

We request a new sufficiency rating for this structure, and if you have staff available, would appreciate the opportunity to make a joint inspection.

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bt
Encl.
cc: Phil Stearns

Office of
LINN COUNTY ENGINEER
[illegible] Ferry Street
ALBANY, OREGON 973[illegible]
Phone 926-[illegible]

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

December 19, 1977

Mr. Phillip O. Stearns
Regional Federal Aid Engr.
Oregon State Hwy Division
2960 E. State Street
Salem, Oregon 97310

RE: FAS A-496 - Thomas Creek (Devaney) Bridge

Dear Mr. Stearns:

In clarification of County policy and needs regarding subject project, I wish to take this opportunity to bring you up to date regarding our current status in the Federal Aid Secondary program.

The bridge in question, originally programmed as Weddle Bridge, now Devaney Bridge, was among those listed in the 1976-82 six year plan as eligible for Special Bridge Replacement Funds. In response to this indication of elibibility, and, of course primarily due to the delapidated condition of the structure we requested it to be programmed for right of way and design an an FAS-C project with a possible standby status when all plans were prepared. We are pleased to know that we have all but reached the state where we are ready to start "standing by".

It has come to our attention that the present list of structures eligible for SBR funds shows the bridge to now be so far down the list as to be completely out of reach for funding in the forseeable future.

Recent routine inspection has revealed the bridge to have deteriorated significantly during the last inspection period, and the current report has been transmitted to Mr. John Wood, Bridge Maintenance Engineer for a more current evaluation. We feel confident that some change will occur in the priority position as a result of his review, evaluation, and/or inspection. We will establish a load limit of 8-10 tons immediately, pending repairs.

We anticipate spending approximately $25,000 on this bridge for major repairs as soon as equipment and manpower become available, primarily in an effort to keep it in service until SBR funding becomes available sometime in the next few years.

Two other factors (bridges) contribute to our establishment of our priorities, the Upper Calapooya Bridge, scheduled for bid March 23, 1978, and the South Santiam River Bridge, (Pleasant Valley Road) West of Sweet Home.

We are ready at any time to proceed with the Calapooya river bridge and are pleased to note the fine progress being made thereon.

The South Santiam River bridge will represent a major effort for us, and we expect it to require significant committment of future Federal Aid funds when the time comes. We hope to be in a good financial position with regard to Federal Aid funds availability and priority when needed for this project and request that our projects be handled as follows:

1. Devaney Bridge - Continue design and right-of-way acquisition up to where project is ready for advertising, then hold for available funding, DO NOT CANCEL.

2. Upper Calapooya - Continue present plan to go to contract as soon as possible. County may put some 100% funds in to improve future availability of funds and priority for S. Santiam River bridge.

3. South Santiam River bridge - Proceed with present program and hope that availability of funds at time of completion of plans and priority standing will enable enough funding to proceed.

Thank you for your assistance and patience in this complicated situation.

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bt

STATE OF OREGON

INTEROFFIC' MEMO

[illegible] 1117

Up C. Br CR 759
(Devaney) Weddle CR 622
Pleasant Valley CR 905

Mr. Phillip O. Stearns
Region Federal Aid Specialist

DATE: January 4, 1978

OM: Walter J. Hart
Structural Design Engineer

Walter J. Hart

BJECT: Thomas Creek (Devaney) Bridge FAS A-496
Upper Calapooya River Bridge FAS A-482
South Santiam River Bridge FAS A-483
Linn County
Project Status

REGION 2 ENGIN
RECEIV
[illegible]

Your letter of December 22, 1977, to G. W. Wimer concerned the subject structures. An updating of the status of these projects follows:

1. Thomas Creek (Devaney) Bridge
   Design and R/W acquisition can be completed about the first of June 1978. Project will then be ready to "stand by" and await possible Special Bridge Replacement funding.

2. Upper Calapooya River Bridge.
   This project will not be ready for a bid opening on March 23, 1978, as scheduled. The plans are complete, but the right-of-way necessary will not be acquired until the first of June 1978.

3. South Santiam River Bridge (Pleasant Valley Road)
   The vicinity map will not be into our Salem office until about the first of April. Project design and R/W acquisition will follow that date. This could be a fiscal 1979 project providing funding is available.

Right-of-way and design only are covered in the above. Environmental, public involvement, or other complications must also be considered when determining possible bid opening dates.

WJH:dls

cc: E. S. Hunter
Hal Versteeg
John Wood
D. E. Swan
Don Keyes

Date 12-11-78 **PROJECT MANAGEMENT OFFICE MEN**

Subject Linn Co FAS-C funds - Devany Bst File No. ________

Received (call) (~~visit~~) from Willis Grote (Another matter)

Address ________

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion:

Told Willis HBR funds will not cover in 1979. He tentatively wants to wait out 1980 funds but will check likelyhood w/ Stearns. Told him project also clear for FAS-C funding & if he didn't want to use he should release for other Co's to use. Will let us know in a day or so. Wants FAS-C fund status both ways. Prange to provide

Signature G Weiner N MA

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGF OPF FAF [✓ CCF] HAL OM Other

Talked to Will Grote 12-13-78

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A 496 (1)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70317

TO:

Mr. F. B. Klaboe
Assistant Director for Operations
Oregon Department of Transportation
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-5-78

FEDERAL ROUTE NUMBER Secondary A 496

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Thomas Creek (Devaney) Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-16-78 I approve the withdrawal of the construction phase on the subject project TEC $200,000 FF $171,600. Project will be constructed under special bridge replacement program.

F B KLABOE

DATE 12-5-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

7-10

1.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
December 5, 1978
Salem, OR, 97310

FILE:

NOTED
H. S. COULTER

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Thomas Creek (Devaney) Bridge Sec.
FAS A 496 (Kelly Road)
Linn County

TO: MEMO TO THE FILE

The attached letter from the State Historic Preservation Office is necessary for the "Cultural Resources Clearance" on a project prior to obtaining PS&E from FHWA.

As one can see from the attached letter, the State Historic Preservation Office is no longer willing to say that a bypass of a covered bridge has "no impact" without at least a commitment of some maintenance resources to avoid "neglect of a property resulting in its deterioration or destruction."

No further action is needed on this project but in future projects involving covered bridges I expect the State Historic Preservation Office to hold a tougher line.

GAP:ss

Attachment

cc: E. S. Hunter w/attach
H. S. Coulter w/attach
W. J. Hart w/attach
R. L. Schroeder w/attach
Dave Talbot w/attach

RECEIVED
STATE HWY ENGR
'78
REFER TO
FOR

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

cc Ed Hunter
Walt Hart
Hal Versteeg.

return to GeP

11-16
We will go ahead and "clear" the project for PS&E on the basis of the letter, but you can see the covered bridge issue is getting tougher.

November 14, 1978

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

Dear Mr. Dykman:

RE: Thomas Creek (Devaney) Bridge Section
FAS A 496 (Kelly Road)
Linn County

We have reviewed State Highway Division plans for the proposed by-pass of Weddle Covered Bridge, a property which has been determined eligible for inclusion in the National Register of Historic Places by the State Advisory Committee on Historic Preservation.

As with all federally-assisted projects affecting properties which are eligible for the National Register, we must review and concur or not concur with determinations of effect in conformance with the Advisory Council on Historic Preservation's criteria established in 36 CFR 800. These criteria say that an effect is considered to exist when "any condition of the undertaking causes or may cause any change, beneficial or adverse, in the quality of the historical, architectural, archeological or cultural character that qualifies the property under the National Register criteria." An adverse effect is considered to occur when a project results in one or more of the following conditions:

A. Destruction or alteration of all or part of a property.

B. Isolation from or alteration of its surrounding environment.

C. Introduction of visual, audible or atmospheric elements that are out of character with the property, or alter its setting.

D. Transfer or sale of a federally-owned property without adequate conditions or restrictions regarding preservation, maintenance or use.

E. Neglect of a property resulting in its deterioration or destruction.

RECEIVED
TECHNICAL SERVICES
NOV 16 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

We intend to review each project involving Oregon's covered bridges individually, establishing no precedent which might be interpreted as applicable to all covered bridges, but rather concurring or not concurring with determinations of effect on a case-by-case basis.

In this case, the new bridge alignment would by-pass the Weddle Covered Bridge approximately ¼-mile to the west. The existing bridge will be left in place and closed to vehicular traffic, but left accessible to pedestrians. Because the bridge will be isolated from Kelly Road, this action could be considered an adverse effect under the criteria "isolation from or alteration of its surrounding environment." However, Mr. Willis Grafe of Linn County has pointed out in telephone conversations with us that the removal of heavy traffic will serve to extend the life of the bridge, which could be regarded as a "no adverse effect" situation.

Another criterion of adverse effect, "neglect of a property resulting in its deterioration or destruction," remains unclear in this case. It would be difficult for us to concur with a determination of "no adverse effect" without understanding to what degree, if any, the bridge will continue to be maintained. In addition, if a guardrail must be placed across the roadway at both ends of the bridge, we would prefer to see the northern guardrail pulled as far away as possible from the bridge portal so that it does not obstruct the observer's view. It is our understanding that an archeological survey conducted at the site of the new construction confirms that the project will not affect prehistoric resources eligible for inclusion in the National Register.

Under the circumstances then, we could agree to a finding of "no adverse effect" if minimal maintenance were committed to the by-passed bridge, and the north guardrail placement adjusted; or "no effect" if the bridge were by-passed yet remained open to light vehicular traffic. I should point out that, while the State Advisory Committee on Historic Preservation has determined the Weddle Bridge to be eligible for the National Register, this does not constitute a formal declaration of eligibility under the Advisory Council's regulations referenced above. A formal determination of eligibility can be obtained either by request to the Advisory Council or by nomination to the National Register.

Sincerely,

David Powers

D.W. Powers III
Manager

DWP:ko
cc: Dave Talbot
George McMath
Lewis McArthur
Willis Grafe
Roger Ellingson

Devaney (Weddle) Br.

Alt. courses of action

1) Institute 106 process
    ⓐ delay of approx. 2 mo.
    ⓑ non-concurrence by Exec. Dir.
    ⓒ trigger precipitous action by Linn Co.

2) Ignore 106 and clear
    ⓐ non-concurrence by FHWA
    ⓑ challenge + legal complications

3) Ignore 106, meet with Linn Co, then clear
    ⓐ same as 2 but added
    justification for clearance w/o 106

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 4, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 70317
Project No. BRS-A496(3)
Thomas Cr. (Devaney) Br. Sec.
Linn County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 25, 1979.

One copy each of the State Clearinghouse and District 4 Clearinghouse A-95 review letters of approval were forwarded previously.

JLG:dmc
Attachments
cc: C. O. Fredrickson, Region 2
H. Reynoldson

Budget Bureau No. 41-R2067
U.S.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PROGRAM DATA** *(PPM 21-1)*
DATE SUBMITTED TO W. O.	December 4, 1978	

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
CARD 2		Co. Rd., Approx. 4 mi. SW of Scio	**ADT**	DHV 70 450	---		10	Oregon

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
CARD 3	One Bridge								BRS-	A496

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME			CO
	Special Bridge Replacement Program	Linn			
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S.
	---	S	A496	Co. Rd.	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Br. No. 12935A					
5					**ROW**							
5					**CONST** (CODE) X081		"Thomas Cr. (Devaney) Br. Sec."	0.471	649,000	519,000	---	130,000 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
CARD 1	CODE 1	JLG		0.471	649,000	519,000	---	130,000 (Co.)
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

December 4, 1978

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
. Rd., Approx. 4 mi. SW of Scio 65		DHV 70 450	--- (66) (70)	(71) (72)	10	Oregon	41 (2) (3)	115 (4) (9)	70317 (14) (18)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.	
ge 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 BRS- 23	7 A496	(3) 13	(24) (26)	27

Bridge Replacement Program

COUNTY NAME Linn CODE 043 (14) (16)

ROUTE NO. S FEDERAL-AID A496 (32) STATE Co. Rd. (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E		Br. No. 12935A						Util. adj. as req.
OW								
ONST CODE) X081		"Thomas Cr. (Devaney) Br. Sec."	0.471	649,000	519,000	---	130,000 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none
JLG		PROJECT TOTALS	0.471	649,000	519,000	---	130,000 (Co.)	
				(16) (23)	(24) (33)	REMARKS		

PROVAL DATES 10-13-78

USCOMM DUSCOMM-DC 48905-P61

NOTE; 1) This project is in Congressional District No. 2.
2) In FY 79 AP on page 4 No. 5 of September 1978 "Schedule of Contract Lettings" and on page 43 Region No. 2 of the "6 Year HIP" dated February 22, 1978.
3) The existing structure, a covered wooden bridge (Weddle Br.), will remain in place. This covered bridge is eligible for the National Register of Historic Places.
4) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

THOMAS CREEK (DEVANEY) BRIDGE SECTION
PROJECT NO. BRS-A496(3)

Existing Facility: Untreated timber covered bridge with timber trestle approaches. Overall length 192 feet, roadway width 18 feet.

Adjacent Sections: Roadway consists of 20-foot oil mat surface with 2-foot shoulders.

Project Data: Construct, on improved alignment, one prestressed bulb "T" beam bridge (#12935A) 220 feet long with horizontal clearance of 30 feet. Grade, drain and high-type pave approach roadways to accommodate two 11-foot travel lanes with 4 foot shoulders. Install guardrail and perform incidental work common to this type of project. Adjust utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 22, 1976.

FHPM 4-1-4 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 review letters of approval dated October 27, 1976 and October 28, 1976 respectively.

FHPM 7-7-5 Requirements:
a) Public Hearings-Not required under Oregon Action Plan.
b) Location/Design-Not a factor in the development of this project.

Accommodation of Utilities: State-County agreement will be executed.

Maintenance: State-County agreement will be executed to comply with Section 116, Title 23, U.S.C.

NOTE; 1) This p
2) In FY
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3) The e
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4) On-th
this
in th

Section Thomas Cr. (DeVaney) Br. Programming Estimate $ 649,000

Highway FAS A 496 Project Length 0.40 mi.

County Linn Completion Time 300 calendar day

Kind of Work Grading, Paving & Structure Oct. 13 79

Prefix 522-1947 FA Project No. BRS-A496(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP Date: 11/27/78

DEPARTMENT OF TRANSPORTATION

- Director
- Chief of Operations
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lana Ave.)
- Construction
- Data Processing (Transp. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- HWA
- General Files
- General Services (DOT)
- Information Systems (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number 2
- District Number

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: Please inform the county.

Form 731-0022 (1/78) SP*70504-734

ract Amount $ 568,627.00

1,000

300

1000

$ 2,800.00

$ 571,427.00

Contingencies (4-1/2%) 25,714.22

Engineering (9 %) 51,428.43

SUBTOTAL $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 648,569.65

APPROVED

Road Design Engineer

Section Thomas Cr. (DeVaney) Br. Programming Estimate $ 649,000

Highway FAS A 496 Project Length 0,40 mi.

County Linn Completion Time 300 calendar days

Kind of Work Grading, Paving & Structure Oct. 13 79

Prefix 522- 1947 FA Project No. BRS-A496 (3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 568,627^{00}
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		
Install Water Meter		$ 2,800^{00}
Furnish Water		
Laboratory Fees		
On the Job Trainees (1 @ 800)	800	
State Responsibility for Damages	1000	
Signal Controller Testing		
Bikeway Signs		
Furnish Mail Box Posts		
Adjust Utilities		
Misc. Permit Fees		
		$ 571,427^{00}
Contingencies (4-1/2%)		25,714^{22}
Engineering (9 %)		51,428^{43}
SUBTOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 648,569^{65}

APPROVED

Road Design Engineer

Nov. 16
Letting

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date 1-15-78

Section Thomas Cr. (De Vaney) Br
County Linn
Kind Of Work Grading, Paving & Structure
Length
Name Butler - 6292

9/29/78 J

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		Lump Sum	All	Lump Sum	46,950
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	2,235
	Temporary Signs		Sq. Ft.	162	6^{00}	972
	Temporary Barricades		Each	6	125^{00}	750
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	275	6^{00}	1,650
	Flagmen		Hour	120	19^{50}	2,340
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	5000
	Removal of Structures and Obstructions		Lump Sum	All	Lump Sum	3,500
	Embankment in Place		Cu. Yd.	28,800	4^{50}	129,600
	Toe Trench Excavation		Cu. Yd.	970	10^{00}	9,700
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	2,500
	Watering		M-Gal.	200	8^{00}	1,600
	1"-0 Aggregate Base		Cu. Yd.	2,970	8^{50}	25,245
	Class "B" Asphalt Concrete		Ton	1,340	23^{50}	31,490
	24-inch Culvert Pipe		Lin. Ft.	44	30^{00}	1,320

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date 9-15-78

Section Thomas Cr. (Devaney) Br
County Linn

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Guard Rail, Type 1		Lin. Ft.	50	9.00	450
	Guard Rail, Type 2A		Lin. Ft.	1,100	11.00	12,100
	Guard Rail, Type 3		Lin. Ft.	100	22.00	2,200
	Guard Rail Anchors, Type 1		Each	1	300.00	300
	Guard Rail Anchors, Type 2		Each	3	350.00	1,050
	Rail End Pieces, Type A		Each	4	50.00	200
	Rail End Pieces, Type B		Each	3	75.00	225
	Rail End Pieces, Type C		Each	1	125.00	125
	Extra for Asphalt Approaches		Each	4	200.00	800
	Extra for Asphalt Paved Rock Surfacing Slopes		Each	1	325.00	325
	Filter Blanket		Cu. Yd.	430	15.00	6,450
	Keyed Riprap, Class 800		Cu. Yd.	795	15.00	11,925
	Unkeyed Riprap, Class 800		Cu. Yd.	940	10.00	9,400
	Roadside Seeding and Mulching		Acre	1	600.00	600

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date

Section Thomas Cr. (Devaney) Br
County Linn

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	10,000
	Structure Excavation		Cu. Yd.	570	11.00	4,070
	Structure Excavation Below Elevations Shown		Cu. Yd.	20	11.00	220
	Furnish HP 10X42 Steel Piling		Lin. Ft.	414	9.00	3,726
	Drive Steel Piles		Each	9	500.00	4,500
	Splice Steel Piles		Each	2	50.00	100
	Structural Concrete, Class 3300 (300 cy @ 190)		Lump Sum	All	Lump Sum	57,000
	Structural Concrete, Class 4500 (105 cy @ 220)		Lump Sum	All	Lump Sum	23,100
	130'/135' Bulb Tee Prestressed Beams		Each	7	10,400.00	72,800
	4'x35'/40' Prestressed Slabs		Each	8	2400.00	19,200
	4'x45'/50' Prestressed Slabs		Each	8	3200.00	25,600
	Reinforcement (56,700 lb @ 0.35)		Lump Sum	All	Lump Sum	19,845
	Coated Reinforcement (15,800 lb @ 0.57)		Lump Sum	All	Lump Sum	9,006
	Reinforced Concrete Bridge End Panels		Sq. Yd.	156	43.00	6,708
	Expansion Joint, Bent 3		Lin. Ft.	35	50.00	1,750
	Total					568,627

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A496(1)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 70317

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-4-78

FEDERAL ROUTE NUMBER Secondary A496

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Thomas Creek (Devaney) Br. Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-8-78 letter, this will confirm the advance authorization date of 10-4-78 by Mr. P. Riedl adding archeology salvage to the character of the proposed work and authorization to proceed at a TEC NTE $310 - F.F. $265.

A signed copy of the agreement is returned herewith.

DATE 11-22-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976--626-767

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A496(1)

STATE PROJECT NO. See below

COUNTY NAME Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70317

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-4-78

FEDERAL ROUTE NUMBER Secondary A496

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Thomas Creek (Devaney) Br. Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) Program change
- ☐ ACQUISITION OF RIGHT OF WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-8-78 letter, this will confirm the advance authorization date of 10-4-78 by Mr. P. Riedl adding archeology salvage to the character of the proposed work and authorization to proceed at a TEC NTE $310 - F.F. $265.

A signed copy of the agreement is returned herewith.

DATE 11-22-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1976—626-787

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 16, 1978

TO G. L. Green
Federal Highway Administrator

Original Signed By
D. E. Swan

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Change
Item No. 70317
Project No. RS-A496(1)
Thomas Creek (Devaney) Bridge Section
Linn County

We request your approval in withdrawing from the project the construction phase and release of obligated Federal funds.

The reason for change is to accomplish the construction phase with Special Bridge Replacement funds under a separate project.

This action will release $171,600 obligated Federal funds for use on other Secondary Road projects in Linn County.

JLG:jb

cc: Finance (PE 522-1947)
C. O. Fredrickson (Region 2)
H. Reynoldson

```
                                        522   1941    910     00 P 1                                                   4,877.50
                                        522   1941    912     00 P 1                                                      19.67
                                        522   1941    914     00 P 1                                                     210.54
                                        522   1941    920     00 P 1                                                     122.66
                                        522   1941    921     00 P 1                                                     761.32
                                        522   1941    923     00 P 1                                                     789.61
                                        522   1941    924     00 P 1                                                     122.72
                                        522   1941    950     00 P 1                                                      66.50
                                                      TOT     P1                                                      26.734.97
                                                      TOT     N1                                                          46.86
                                                   ** JOB TOTALS **              **                    **             26.781.83  **

THOMAS CR/WEDDLE BR              CONT NO        FA PROJ NOS RS  496001 100                                                 00        STATE
                                        522   1947    296     00 N 9                                                 20,163.00CR
                                        522   1947    298     00 N 9                                                 20,163.00
                                        522   1947    901     00 P 1          95.84                    95.84          8,337.77
                                        522   1947    905     00 P 1         134.42                   248.46          4,093.20
                                        522   1947    906     00 P 1       1,559.15                 2,867.93         12,027.13
                                        522   1947    907     00 P 1                                                      10.00
                                        522   1947    909     00 P 1                                                     775.96
                                        522   1947    910     00 P 1                                                     634.45
                                        522   1947    912     00 P 1                                                      23.67
                                        522   1947    913     00 P 1                                                     341.74
                                        522   1947    914     00 P 1                                    9.00             119.15
                                        522   1947    918     00 P 1                                                   2,707.95
                                        522   1947    920     00 P 1          12.14                    12.14              23.11
                                        522   1947    921     00 P 1         631.08                   826.68             826.68
                                        522   1947    922     00 P 1                                   26.68              26.68
                                        522   1947    923     00 P 1         468.23                   468.23             488.79
                                        522   1947    926     00 P 1                                                   3,[illegible].07
                                                      TOT     P1           2,900.86                 4,554.96         34,300.15
                                                   ** JOB TOTALS **        2,900.86    **           4,554.96    **   34.300.15  **

UPPER CALAPOOIA RIV BR RD 759 CONT NO     * FA PROJ NOS RS  482001 100                                                 00        STATE
                                        522   1948    296     00 N 9                                6,420.00CR       34,109.68CR



TOTAL TO DATE JOB COST SUMMARY                                                          OCTOBER 1978           PAGE  673

                                                                                          FISCAL              GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX          FUNCTION    GR   CURRENT MONTH    YEAR TO DATE            TO DATE
                                        522   1948    298     00 N 9                                6,420.00         34,109.68
                                        522   1948    901     00 P 1                                                 10,836.04
                                        522   1948    905     00 P 1                                                  3,447.22
                                        522   1948    906     00 P 1                                                  8,787.38
                                        522   1948    909     00 P 1                                                  1,221.44
                                        522   1948    910     00 P 1                                                  7,362.85
                                        522   1948    910     00 N 1                                                     45.52
                                        522   1948    913     00 P 1                                                    117.78
                                        522   1948    914     00 P 1                                                    551.26
```

PROJECT MANAGEMENT OFFICE MEMO

Date 10-25-78

Subject Devany Br (Linn Co FAS-C) File No.

Received (call) (~~visit~~) from Dick Nelson

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Asked if we postponed Devany. Presently scheduled for Jan '79. County delayed for R/W & SBR funds was my answer

CC: JIM BUTLER
11-1-78 Z

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (R) Prange (A) Reynoldson
Circulate: PME LGE OPE FAE CCE OM Other

- 9670

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
October 16, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Noise Study Reports--
November Contract Letting

TO: E. S. Hunter, Technical Services Engineer
J. H. Versteeg, Head of Engineering

Attached are project noise study reports contained in the October letting schedule. These are:

Pacific Highway West at S.W. 53rd Avenue
Barbur Boulevard, Multnomah County

NOTED
E. S. HUNTER

Beaver Creek Bridge
Powers Highway, Coos County

Also within the October letting schedule are three projects covered by the Statewide Noise Study Report. These are:

West City Limits-Calvin Street and "E" Street-"H" Street
Columbia City, Columbia County

Thomas Creek (Devaney) Bridge
Linn County

Willow Creek (Morgan Street) Bridge
Heppner, Morrow County

No traffic noise abatement is proposed. The following construction time constraints are recommended for all projects.

> No construction operation shall be performed within 1000 feet of any occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the resident engineer.

Notwithstanding the above, the following pile driving constraint is recommended for the Willow Creek Bridge and Beaver Creek Bridge projects.

> No pile driving operations shall be performed within 3000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 8:00 p.m. to 8:00 a.m. on other days, without the approval of the resident engineer.

OCT 17'78
REFER TO
FOR

It is concluded that the noise reduction benefits to be derived from implementing these recommendations could outweigh any inconvenience to construction. The piledriving and construction time constraints are consistent with our Statewide Noise Study Report.

Your approval is requested.

GAP:TP:ss

Attachments

```
PMS-V2                  PROJECT INSTANT REPORT

PREFIX NO:5221947  F.A. PROJECT NO.RS-A496(-)           DATE:22SEP78

SECTION:THOMAS CREEK (DEVANEY) BR. (LINN CO.)
HIGHWAY:FAS-A496 KELLY RD.                   MILE POST:      LNG:   .4
COUNTY:LINN                  DISTRICT: 04 REGION:2  URBAN/RURAL AREA:R
CITY:

PROCESS:
  COMMISSION ADOPTION:         28SEP76          STAGE OF ENGR:PSEDOC
  ASSESS. CATEGORY:            3NM             ENGR BY OTHERS:
  A-95 STATUS:                 27OCT76

  ANNUAL PROGRAM ITEM NO.      80000          FHWA PROG. APPR:09DEC76
  P.E. AUTHORIZATION:          13JAN77
  R/W AUTHORIZATION:           01NOV77

STATUS:                                       PROGRESS:
  RECONNAISSANCE:              N/A              MONTH:  1.8
  DRAFT E.I.S.                 N/A             STATUS:  LATE
  CORR. APPR.,FINAL E.I.S.     N/A
  FIELD SURVEY:                COMPL
  PRE-DESIGN/DRAFT E.I.S.      COMPL
  DESIGN APPR.,FINAL E.I.S.    N/A
  R/W DESCRIPT:                COMPL
  R/W ACQUISITION:             002.0
  PSE DOCUMENTATION:           000.5
  STOP-DATE:                   28SEP78

ESTIMATES:
  PRE. ENGR:
  R/W:             7,000       WORK: STRUCTURE
  CONST:         671,000

PROGRAMING:                                   EST. COMPL. DATE: 22NOV78
  YEAR PAST:                                          CONTROL:
  CURRENT PROG:                                  LETTING DATE:16NOV78
  FUNDING      :SECONDARY RURAL (COUNTY)
```

9/22/78
Called Phil Stearn
asked that the cou
send in a letter re,
that this project
~~From~~ FAS-C to

Also to say they
for the SBRP m

```
2                    PROJECT INSTANT REPORT

X NO:5221947  F.A. PROJECT NO.RS-A496(-)            DATE:22SEP78

ON:THOMAS CREEK (DEVANEY) BR. (LINN CO.)
AY:FAS-A496 KELLY RD.                    MILE POST:      LNG:    .4
Y:LINN                     DISTRICT: 04 REGION:2  URBAN/RURAL AREA:R

SS:
MISSION ADOPTION:         28SEP76         STAGE OF ENGR:PSEDOC
ESS. CATEGORY:            3NM            ENGR BY OTHERS:
 STATUS:                  27OCT76

UAL PROGRAM ITEM NO.      80000         FHWA PROG. APPR:09DEC76
. AUTHORIZATION:          13JAN77
 AUTHORIZATION:           01NOV77

S:                                     PROGRESS:
ONNAISSANCE:              N/A             MONTH:  1.8
FT E.I.S.                 N/A            STATUS:  LATE
R. APPR.,FINAL E.I.S.     N/A
LD SURVEY:                COMPL
-DESIGN/DRAFT E.I.S.      COMPL
IGN APPR.,FINAL E.I.S.    N/A
 DESCRIPT:                COMPL
 ACQUISITION:             002.0
 DOCUMENTATION:           000.5
P-DATE:                   28SEP78

ATES:
. ENGR:
:             7,000       WORK: STRUCTURE
ST:         671,000

AMING:                                 EST. COMPL. DATE: 22NOV78
R PAST:                                          CONTROL:
RENT PROG:                               LETTING DATE:16NOV78
DING      :SECONDARY RURAL (COUNTY)
```

9/22/78
Called Phil Stearns
asked that the county
send in a letter requesting
that this project be changed
From FAS-C to SBRP

Also to say they will wait
for the SBRP monies

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
S. HUNTER

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

September 21, 1978

Th-mas Creek (Devaney) Bridge
FAS A-496
Linn County
Bridge 12935A

Enclosed is a copy of a letter from Linn County stating that they do not use salt for de-icing or snow removal. We are forwarding this as a request to omit the waterproof membrane from the precast-prestressed slab spans.

The County believes that they could handle any problem that might develop with the precast slab spans. The County wants the additional protection of the epoxy coated reinforcing steel in the poured-in-place deck on the bulb T span. If a problem develops there, it would be difficult for them to repair.

[illegible]
WALTER J. HAR

Walter J. Hart
Structural Design Engineer

Enclosure

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
SEP 22 '78
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | Act | File

Form FHWA 121 (Rev. 5-73)

9:10

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: Sept. 11, 1978

In reply refer to: HBR-OR

SUBJECT: Oregon Project RSA 496(2)
Thomas Creek (Devaney) Bridge
Linn County

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation
Attn: Mr. Walt Hart, Structures

We note on the plans for the subject structure a 2" overlay is proposed. When the overlay is placed it is necessary to install a waterproof membrane unless the County does not use salt in their maintenance operation.

It would be necessary for a responsible County official to make a statement on salt use if a membrane is not intended.

For G. L. Green

RECEIVED
TECHNICAL SERVICES
SEP 14 '78
REFER TO
96.1
FOR
Info | R/D | D/R | Sign | Act | File

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone [illegible]

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

August 10, 1978

REGION 2 ENGINEER
RECEIVED
AUG 11 1978
☐ RLE ☐ RMF
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ 2
☐ ☐ TEO ☐ HSO ☐ ENV ☐

Mr. Walter Hart
Bridge Engineer
Oregon State Highway Division
2960 E. State St.
Salem, Ore 97310

RE: Thomas Creek (Devaney Bridge) FAS A-496, Linn County
Bridge No. 129-35-A

Dear Mr. Hart:

We have received and reviewed the June 20, 1978 advance plans for subject project and find them satisfactory.

Since Linn County does not use salt for de-icing or snow re-moval, we concur in the deletion of the impervious membrane from the project. We do, however, feel the use of expoxy coated reinforcing bar as included is appropriate and cost effective.

This project has from its inception been intended for use of special bridge re-placement funds and unless such funding is now available the anticipated bid opening date of November 16, 1978, should be re-examined.

Thank you for the opportunity to review these plans.

Sincerely,

Willis R. Grafe
Linn County Engineer

[illegible]
cc: Jack [illegible]
Phil Stearns ✓

M

1-10

PROJECT MANAGEMENT OFFICE MEMO

Date 8-8-78

Subject Deveny Br File No.

Received (call) (visit) from

Address

Made (call) (v~~isi~~t) to Phil Stearns (another matter) Phone

Reason for contact and general discussion:

Willis Grafe says we've sent him plans for review a second time. Also - that he appreciates it being on New schedule for SBR funds. Clarified that those funds don't presently exist. Grafe says he has never (?) written his intention to utilize SBR funds for this structure. He will soon

N

Signature A Nimet

File ( ) (✓)¹ (W) ( ) (✓)² (✓)³ ( ) (✓)⁴ Prange (✓) Holmes (✓) Reynoldson
Circulate: PME LGE OPE FAE CCE OM Other

STATE OF ORE[illegible]N

INTER[illegible]ICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer

DATE: July 25, 1978

FROM: T. G. Thompson
Supervising Design Engineer

SUBJECT: Thomas Creek (Devaney) Bridge
Kelley Road, FAS-A496
Linn County
Bridge 12935A

See letter dated 3/20/78

Enclosed are two reduced prints of drawings 33393 through 33399, which are the advance detail drawings for the subject structure. The estimated cost of the bridge, including an allowance for engineering and contingencies, is $300,000.

It is planned to call for bids on this section on November 16, 1978.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon by August 29.

Enclosures

cc Willis Grafe, Linn County Engineer w/2 encls.
H. A. Schell w/2 encls.
Specifications Unit w/1 encl. plus estimate sheet (unchecked) and designer's notes
Construction w/1 encl.
Utility Unit w/1 encl.
County-City Unit
D. O. Christensen w/1 encl.
J. M. Martin, Resident Engineer w/1 encl.

9091D

GENERAL FILES

4

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: March 31, 1978

In reply refer to: HBR-OR/407.4

SUBJECT: Bridge Replacement Candidates

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We are forwarding directly to Mr. Schroeder the following computer print outs from your November 29, 1977, submission:

1.	Bridge Replacement Candidates - Descriptive Data	2-28-78
2.	Bridge Inventory Report Generator - (Priority Selection Criteria)	2-28-78
3.	Status List	2-28-78
4.	Structural Inventory and Appraisal for Str. No. 12935 (Thomas Creek)	2-28-78

This is the latest computer run of data submitted.

for G. L. Green

cc w/atts:
R. L. Schroeder

RECEIVED
STATE HWY ENGR
APR 3 '78
REFER TO
FOR

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. C. O. Fredrickson
Region 2 Engineer
Attn. P. O. Stearns

DATE: March 20, 1978

SUBJECT:

Thomas Creek (Devaney) Bridge
Kelley Road, FAS-A496
Linn County
Bridge 12935A

FROM: L. L. Wallace
Assistant Structural
Design Engineer

Enclosed are four reduced prints of drawings 33309 and 33330 which are the preliminary plan and elevation and vicinity map for the subject structure. The total estimated job cost, including allowances for engineering and contingencies, is broken down as follows: grading, surfacing, striping, and signing - $280,300; structure - $300,000; right of way - $7,200; total - $587,500.

These are being sent to you to obtain Linn County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon as soon as possible.

It is planned to call for bids on this section during the fourth quarter of 1978.

MEZ:dh
Enclosure

cc H. A. Schell /w/ 2
D. O. Christensen /w/ 1
County-City Unit
Environmental Section /w/ 1
State Land Board /w/ 21

[illegible]MENT
GCE ☐ OM
FAE ☐
M

FAS A496

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Mr. Willis Grafe
Linn County Engineer
3010 Ferry Street
Albany, OR 97321

February 24, 1978

Thomas Creek (Devaney) Bridge
Bridge 12935A
Kelley Road, FAS-A496
Linn County

Please refer to our hydraulics reports dated November 18 and December 5, 1977. These reports indicate a probable moderate increase in the frequency of roadway flooding will result from the construction of the proposed 220-foot bridge. Our estimated cost for this structure length is $286,000.

Consideration has been given to removal of the present roadway embankment south of the existing bridge to provide an overflow path which would allow roadway flooding to be maintained at the present 10-year frequency. Flow velocity at flood stage would be increased due to the steeper gradient on the overflow path and this flow would impinge on the new bridge piers and embankments at a severe angle. The potential for scouring at the footings and the new embankment must be weighed against the benefit of maintaining the frequency of roadway flooding at the present 10-year interval.

REFERRED TO
Beard ✓ Dorn
Cole ✓ Sample
Erikson Watson
Hager Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

To maintain a 10-year interval of roadway flooding, while leaving the approach to the existing bridge in place, would require the new structure to be 375 feet long. This is 155 feet longer than the proposed 220-foot structure. The additional structural cost would be approximately $215,000.

In consideration of the above discussion, please indicate if you wish to approve a 220-foot bridge.

Walter J. Hart
Structural Design Engineer

1/2

RECEIVED

ENGINEERING SECTION

L. L. Wallace
Assistant Structural
Design Engineer

cc C. O. Fredrickson
Duane O. Christensen
R. L. Lenz
Phillip Stearns

Form 81-731-0027 (9-77)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: February 3, 1978

In reply refer to: HBR-OR/407.3

SUBJECT: Bridge Replacement Candidate
Br. No. 12935 - Thomas Creek Br.
Linn County (FAS 763)

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

The information we submitted to Washington, D.C. on January 11, 1978, was to enter this structure on the Statewide inventory. If it is your intention for this structure to be a candidate for replacement, the five card format should also be submitted along with the SI&A sheets.

G. L. Green

cc:
John Wood

RECEIVED
STATE HWY ENGR
FEB 3 '78
REFER TO
FOR
Info | Inve | R/D | O/H | Sem | Act | File

Date 1-17-78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject THOMAS CR. (Devaney) Bridge File No. ____

Received (call) (visit) from ____

Address ____

Made (call) ~~(visit)~~ to PHIL STEARNS Phone ____

Reason for contact and general discussion: Re cattle paths under structure. County's letter 1-10-78. Explained difficulties with DEQ in constructing cattle path. Phil called Willis Grafe. Decided to construct as presently planned as long as there is some kind of bench on top of rip-rap. County will provide cattle path later.

Signature Prange

File ( ) ( ) (✓N) ( ) ( ) (✓H) ( ) ( )
Circulate: PME [✓ LGE] OPE FAE [✓ GCE] OM Other

c.c. Bill Cole
Phil Stearns

N

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

January 10, 1978

REGION 2 ENGINEER
RECEIVED
JAN 11 1978
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ R C ☐ RFE

Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
2960 E. State Street
Salem, Ore 97310

Dear Mr. Stearns:

Returned herewith approved plans for the Thomas Creek (Devaney) Bridge section.

Our primary concern regarding the plans as shown is that the properties lying between the existing and new roadway not be landlocked, at least for grazing. Presumably this could be accomplished by some sort of foot access beneath the structure for stock. We have so noted on the approved plans.

Sincerely,

Willis R Grafe
Willis R. Grafe
Linn County Engineer

WRG:bt
Encl.

c.c.
C.O. Christensen - Forward Plans to
Walt Hart

①

[illegible]
[illegible] to include
[illegible] access under
structure

Form No. 51-734-1370

[illegible]

OREGON STATE HIGHWAY DIVISION

NOTICE

NUMBER: 73-2
Page 1 of 1

EFFECTIVE DATE: October 3, 1973

CANCELLATION DATE: Until Further Notice

OFFICE: DESIGN BRANCH

Issued By: (SIGNATURE)

Assistant State Highway Engineer
(TITLE)

DISTRIBUTION:
LIST "F"
Bridge Design Engineer
Road Design Engineer
Location Engineer
Right of Way Engineer

SUBJECT: Stock Passes

The Department of Environmental Quality has the following to say about animal waste as it may apply to highway crossings: "The law and resulting regulations specifically prohibit the discharge of animal waste into the waters of the State or the accumulation of such wastes where they may be washed into a flowing stream."

When a highway location bisects property and the owner continues use of both sides of the highway, our policy will be to provide a stock pass at a location free from flow of surface water. A separate structure to handle any surface drainage will be required. Justification for a stock pass will be as per Section 2.4.11 OSHD "Manual of Instructions".

Where a structure bridges or contains a stream it will always be possible that stock might prefer to use the stream bed. Fencing can control this to a limited extent and when vertical clearance permits we may construct a benched section, properly fenced, under the structure to form a stock path that is above ordinary high water and flooded out during flood stage.

Where a question arises concerning the need for a separate livestock crossing, the Department of Environmental Quality has offered the services of their District Representatives who may be consulted on these matters.

This format should be followed on all future location surveys.

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter

1 Varsteeg
Copy Olson
Copy Turpin
Copy Scott
Swanson
Copy R. Olson
Trout

RECEIVED
OCT 4 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

December 19, 1977

Mr. Phillip O. Stearns
Regional Federal Aid Engr.
Oregon State Hwy Division
2960 E. State Street
Salem, Oregon 97310

RE: FAS A-496 - Thomas Creek (Devaney) Bridge

Dear Mr. Stearns:

In clarification of County policy and needs regarding subject project, I wish to take this opportunity to bring you up to date regarding our current status in the Federal Aid Secondary program.

The bridge in question, originally programmed as Weddle Bridge, now Devaney Bridge, was among those listed in the 1976-82 six year plan as eligible for Special Bridge Replacement Funds. In response to this indication of elibibility, and, of course primarily due to the delapidated condition of the structure we requested it to be programmed for right of way and design an an FAS-C project with a possible stand-by status when all plans were prepared. We are pleased to know that we have all but reached the state where we are ready to start "standing by".

It has come to our attention that the present list of structures eligible for SBR funds shows the bridge to now be so far down the list as to be completely out of reach for funding in the forseeable future.

Recent routine inspection has revealed the bridge to have deteriorated significantly during the last inspection period, and the current report has been transmitted to Mr. John Wood, Bridge Maintenance Engineer for a more current evaluation. We feel confident that some change will occur in the priority position as a result of his review, evaluation, and/or inspection. We will establish a load limit of 8-10 tons immediately, pending repairs.

We anticipate spending approximately $25,000 on this bridge for major repairs as soon as equipment and manpower become available, primarily in an effort to keep it in service until SBR funding becomes available sometime in the next few years.

Two other factors (bridges) contribute to our establishment of our priorities, the Upper Calapooya Bridge, scheduled for bid March 23, 1978, and the South Santiam River Bridge, (Pleasant Valley Road) West of Sweet Home.

We are ready at any time to proceed with the Calapooya river bridge and are pleased to note the fine progress being made thereon.

12/30/77

The South Santiam River bridge will represent a major effort for us, and we expect it to require significant committment of future Federal Aid funds when the time comes. We hope to be in a good financial position with regard to Federal Aid funds availability and priority when needed for this project and request that our projects be handled as follows:

1. Devaney Bridge - Continue design and right-of-way acquisition up to where project is ready for advertising, then hold for available funding, DO NOT CANCEL.
2. Upper Calapooya - Continue present plan to go to contract as soon as possible. County may put some 100% funds in to improve future availability of funds and priority for S. Santiam River bridge.
3. South Santiam River bridge - Proceed with present program and hope that availability of funds at time of completion of plans and priority standing will enable enough funding to proceed.

Thank you for your assistance and patience in this complicated situation.

Sincerely,

Willis R Grafe

Willis R. Grafe
Linn County Engineer

WRG:bt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 7, 1977

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Jim Dixon
Reg. R/W Supervisor

REGION II

SUBJECT: File 49884 etc.

Thomas Creek (Devaney) Bridge Sec.
Kelly Road (County)
Linn County

Attached you will find four revised Option forms in sextuplet covering right of way to be acquired in connection with the Thomas Creek (Devaney) Bridge Section of Kelly County Road in Linn County.

The Federal Aid Project Number is RS-A496(2)

These descriptions have been revised because of a bridge section change made to keep the main span off of a curve.

Enclosed for your information is a copy of the Revision Request.

We are forwarding under separate cover two prints of Map 9B-15-20 covering this area and bearing our date of December 2, 1977.

File No.	Name	Area
49884	Jack Ray Barton & Marilyn L. Barton	1.35 ac
		0.28 ac
49885	Helen D. Logsdon	0.24 ac
49886	Andrew J. Schatz	1.79 ac
49887	Kenneth Franklin Ellis, Jr. et al	0.67 ac

AC:nn
Enc. 4 options, etc.
cc: J. Sheldrake
Milner Mead
Frank Lowe
A. Riveness/Exhibit
Don Harwell

PROJECT MANAGEMENT
PME ☐ [✓ CCE ☐] OM ☐
LGE ☑ FAE ☐ OPE ☐
DEC 8 1977
File: PM FA
LG OP
TAA

PROJECT MANAGEMENT OFFICE MEMO

Date 12-7-77

Subject Weddle Br Replacement Thomas Cr (Devaney) File No. 0522 FAS A-496

Received (call) (~~visit~~) from Paul Riedl

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Willis Graf tells him of structure problem

Can this project be moved up to when

1) 11-10-77 PMS 817 shows 4.2 late 10 June 78

2) Oct 77 Schedule of Lettings (PMS-885) shows May 25, 1978

3) Will this interfer w/ funding Calapooia Br

Called Paul Riedl - Willis wants SBR on ~~this~~ Devaney and next year FAS on Sweet Home. pk 12/8/77

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 5, 1977

David W. Bryson

FROM: David W. Bryson
Hydraulic Specialist

SUBJECT: Thomas Creek Bridge
FAS A492
Linn County

TO: FILE (Addendum)

There was some concern expressed over the required bridge length since construction of the proposed 220-foot bridge would increase the frequency of roadway flooding from 10 years to 7.5 years. This was based on a 26-year recurrence frequency with a design discharge of 27,400 cfs. A substantial increase in the bridge length would be required to keep the roadway flooding at its current 10-year flooding frequency as indicated in the table below.

Frequency (Yrs)	Discharge (cfs)	Bridge Length (Ft)	Backwater from Proposed Bridge (ft)	HW Elev @ Proposed Br* (Ft)	Rdwy Flood Frequency (Yrs)
26	27,400	220	1.9	254.6	7.5
26	27,400	270	1.0	254.6	8.5
26	27,400	375	0.4	254.6	10.0
50	34,400	240	1.9	254.9	8.0
50	34,400	305	1.0	254.9	9.0
50	34,400	390	0.4	254.9	10.0
100	45,600	270	1.9	255.4	8.5
100	45,600	340	1.0	255.4	9.5
100	45,600	410	0.4	255.4	10

*From Corps of Engineers water surface profile.

An alternate to a longer bridge would be to remove the existing south approach fill on the floodplain down to ground level in conjunction with construction of the proposed 220-foot bridge to maintain the present 10-year flooding frequency of the roadway.

DWB:mc

cc Frank E. Terpin
W. J. Hart
Don Harwell
Duane Christensen
Jack Davis
John Sheldrake
Willis Graffe, Linn County Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

November 18, 1977

David W. Bryson

FROM: David W. Bryson
Hydraulic Specialist

SUBJECT: Thomas Creek Bridge
FAS A492
Linn County

TO: FILE

The proposed bridge will replace an existing 40-year-old covered timber bridge and will be built approximately 450 feet downstream on an improved alignment.

Hydrology

Thomas Creek is an east-west tributary of the South Santiam River and drains an area of approximately 144.3 square miles. The U. S. Geological Survey has maintained a water-stage recorder (gage number 18800) since 1962 0.3 mile upstream from Schindler Bridge on State Highway 226. Estimated peak flows at the bridge site based on this gage data are listed below. It should be noted that these values have not been adjusted to include the additional runoff from the basin area between the gage and the bridge site. It is felt that conservative results will be obtained by using the discharges measured at the gage since the majority of the available flood plain storage is downstream from the gage. This storage tends to maintain or reduce peak flows despite the additional drainage area.

Recurrence Frequency	Peak Flow
10-year	17200 cfs
25-year	25700 cfs
50-year	34400 cfs
100-year	45600 cfs

The largest flood of record occurred during December 1964 when a discharge of 27400 cfs was measured at the gage. This was chosen as the design flood. It was determined that the flood has a 26-year recurrence frequency.

Hydraulic Design

During the design flood the existing bridge produces approximately 2.6 feet of backwater with a mean velocity of 12 fps through the bridge opening. Placement of the new structure will decrease amount of backwater created by the existing bridge to 2.0 feet but it will increase the stage at the existing bridge approximately 1.4 feet, the net effect being that the backwater elevation will be approximately 0.8 foot higher during the design flood. The above figures take into account the discharge over the existing road. During the design flood the proposed bridge produces approximately 1.9 feet of backwater with a mean velocity of 13 fps through the bridge opening. Highwater elevation at the proposed bridge during this flood is 254.6 feet above msl. The above figures are based on a 220-foot proposed bridge length with 1½:1 abutment slopes. Conditions at the existing bridge are such that flooding of the roadway can be expected at a discharge of 17500 cfs which now has a 10% chance of recurrence (10-year frequency). With the new bridge in place, flooding of the roadway can be expected at a discharge of 14500 cfs which has a 13% chance of recurrence (7.5-year frequency). The roadway will flood when the water surface reaches elevation 255.4 feet above msl.

Riprap

Two alternates will be given for erosion control:

Alternate 1: Due to the relatively high velocities through the bridge opening, it is recommended that the abutments have 2:1 slopes protected by a 4-foot thick blanket of Class 2000 loose riprap. A filter blanket will be required and this may be either a 15-inch thick blanket of 4"-0 to 6"-0 material or a combination of filter cloth with a 6" cover of 4"-0 to 6"-0 material. Filter blanket material may be either river-run gravel or crushed rock meeting a gradation to be specified in the Special Provisions. The riprap should be keyed in at the toe and placed to elevation 258.0.

Alternate 2: It is recommended that the abutments have 1½:1 slopes protected by a 2-foot thick blanket of Class III "keyed riprap". A filter blanket will be required and this may be a 9-inch layer of 4"-0 to 6"-0 material meeting the same specifications mentioned for Alternate 1. The riprap should be keyed in at the toe and placed to elevation 258.0.

404 Permit

A Corps of Engineers 404 permit will be required for this project.

DWB:mc

cc Frank E. Terpin
W. J. Hart
Don Harwell
Duane Christianson
Jack Davis
John Sheldrake
Willis Graffe, Linn County Engineer

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	27400	45600	27400
Discharge - m^3/s			
Frequency - yrs.	26	100	26
H.W. Elevation Natural Channel ft.	$254^{\underline{6}}$	$255^{\underline{4}}$	$254^{\underline{6}}$
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	13.0	20.3	13.0
Average Velocity - mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *H. W. elevations were taken from the Corps of Engineers water surface profile*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Thomas Creek Bridge
FAS A492
Linn County

COMPILED BY:	DATE:
D. W. Bryson	*November 15, 1977*

LINN COUNTY ENGINEER

NEAL L. MICHAEL
Roadmaster

[illegible]

[illegible], 1977

Mr. James Dixon, Right-of-Way Supervisor
Oregon State Highway, Region [illegible]
2960 E. State Street
P.O. Box 14039
Salem, Oregon 97310

RE: Thomas Creek [illegible] Bridge Section, FAS [illegible] Linn County

Dear Mr. Dixon

In response to Mr. [illegible] October [illegible], 1977 enclosed please find a warrant [illegible] estimated [illegible] cost for [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]
Linn County Engineer

[illegible]

RECEIVED

NOTED
J. W. DIXON

LINN COUNTY OREGON

ALBANY, OREGON 97321

2623

96-395
1232

The Treasurer Of
Linn County
Will Pay

	Date	Warrant Number		Amount
OREGON STATE DEPT OF TRANSPORTATION	11277	2623	792.00	$792.00**

PLEASE CASH WITHIN
30 DAYS

COUNTY CLERK

⑆1232⑈0395⑆ 33 70928 8⑈

DATE	REFERENCE	CODE	AMOUNT	TOTAL
		15-6041-01	792.00	792.00

LINN COUNTY OREGON

ALBANY, OREGON 97321

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
P A496(2)

STATE PROJECT NO.
See Below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70317

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
11-1-77

FEDERAL ROUTE NUMBER
Secondary A496

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

"Thomas Creek (Devaney) Bridge Section"

GENERAL DESCRIPTION OF WORK:

Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Program change
Add R/W phase

XX☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-4-77, I approve the program change adding acquisition of R/W.
Also, as requested, you are authorized to proceed with the actual acquisition of right of way at a TEC NTE $7,200 - F.F. $5,630.
Federal participation is limited to that right of way actually incorporated in the final location.

NOTED
F. B. KLABOE

DATE
11-1-77

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

October 31, 1977

Linn County Board of Commissioners
Courthouse
Albany, OR 97321

Attention Mr. Willis Grafe
County Engineer

SUBJECT: Right-of-Way Advance Deposit
Thomas Creek (Devaney) Bridge Sec.
FAS A496
Linn County

Gentlemen:

The estimate cost of the additional right-of-way for this project is $7,200.00. The county's share would be 7 percent of $7,200.00, or $504.00. Would you please make this advance deposit by check to the Oregon State Highway Division and send to Mr. Percy Crosley, Region 2 Right-of-way Supervisor, 2960 E. State Street, P. O. Box 14030, Salem, OR 97310.

Very truly yours,

Robert H. Prange
Local Programs Manager

HR:ljt

bc: Percy Crosley, Region 2 - Upon receipt of county's check, attach to one of the AD 334 forms and forward to this office.

hm

STATE OF OREGON **INTEROFFICE MEMO**

TO: FILES DATE: October 28, 1977

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Location/Design Approval
Item No. 70317
Project No. RS-A496(1) - FAS-C (Maj [illegible] SBR [illegible])
Thomas Creek (Devaney) Bridge Section
Kelly Road (County)
Linn County

It is our contention that location/design is not a factor in the development of the subject project on FAS-C A496 based on the following facts:

1) The improvement is solely modernization of an existing rural two-lane highway to accommodate a new structure adjacent to the existing bridge (Weddle) and, therefore does not provide new access to the area.

2) The improvement will not have an adverse effect upon abutting real property.

3) The improvement will not change the layout or function of connecting roads.

Since this is classified as a nonmajor Category 3 project, public hearings are not required under the Oregon Action Plan as nonsignificant amounts of additional right-of-way are required.

JLG:dpy

cc: G. L. Green (FHWA)
E. S. Hunter
F. E. Terpin
J. H. Versteeg
John Sheldrake (Region 2)
W. Wakerlig
B. L. Gifford
R. Prange

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 4, 1977

R/W

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Project Data Submission
Item No. 70317
Project No. RS-A496(2)
Thomas Creek (Devaney) Bridge Section
Linn County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Approval of a minor program change to the Fiscal Year 1977 Annual Program to include in the character of proposed work "Right-of-Way Phase", at an estimated total cost of $7,200 with federal funds of $5,630 and also to change the bridge name from Weddle to Devaney.

2) Authorization to proceed with the actual acquisition of the right-of-way as programmed, at an estimated total cost of $7,200 with an obligation of $5,630 in federal funds. No relocation is involved; therefore, assurances regarding the availability of replacement housing is not required.

CL:dpy

cc: J. B. Boyd
Frank Lowe
Ben Gifford
H. Reynoldson

Budget Bureau No. 41-R2067:

U.S.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	10-4-77

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Approxi. 4 mi. S.W. of Scio	ADT	DAV 70 450	770	97	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	Right-of-Way Acquisition		▨	▨	▨	▨			RS-	A496(2)

CARD					
4	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Linn			CODE (14): 043
	NAME OF URBAN AREA 17-31: --	ROUTE NO. S	FEDERAL-AID: A496	STATE (32) (36): Co. Rd.	U.S. (37): -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Thomas Creek (Devaney) Bridge Section"					
5					ROW			0.2	7,200	5,630	785	785 (Co.)
5					CONST (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST (16) (23)	FEDERAL FUNDS (24) (33)	STATE FUNDS	OTHER FUNDS
1	1	CL		0.2	7,200	5,630	785	785 (Co.)
1	14	PROGRAM APPROVAL DATES: December 9, 1976		REMARKS				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-4-77

CT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Approxi. 4 mi. S.W. of Scio 68	ADT	DAV 70 450	770 (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	70317 (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
sition 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 RS- 23	7 A496(2)	13	(24) (26)	27

Rural Secondary

--

COUNTY NAME: Linn CODE 043 (14) (16)

ROUTE NO. S FEDERAL-AID A496 (32) STATE Co. Rd. (36) (37) U.S. - (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W			0.2	7,200	5,630	785	785 (Co.)	
NST		"Thomas Creek (Devaney) Bridge Section"						ROW-60' min. Access Control-none Parking Restrictions-none
CL		PROJECT TOTALS	0.2	7,200 (16) (23)	5,630 (24) (33)	785	785 (Co.)	

AL DATES

December 9, 1976

REMARKS

THOMAS CREEK (DEVANEY) BRIDGE SECTION

Project Data: Work under this project consists of right-of-way acquisition all phases as required for the future construction of a reinforced concrete bridge on improved alignment and necessary roadway approaches.

Note: 1) This project is in Congressional District No. 2

2) No relocation assistance is required

11 70

MEMO TO THE FILES

September 12, 1977

Robert H. Prange
Local Projects Manager

Project Name Change
FAS - A496 Kelly Road
Linn County
RS-496(1)

This project will improve the alignment of a very short section of this route and will construct a new bridge at a new location over Thomas Creek. The county will officially name the new bridge Devaney. The existing structure is to remain in place and will retain the name Weddle Bridge. So the name of the project will fit, we are changing the title from Thomas Creek (Weddle) Bridge to Thomas Creek (Devaney) Bridge.

RHP:lml

cc: J. H. Versteeg
Walter Hart
D. E. Swan
C. T. Keasey
G. A. Potter
Phil Stearns

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Thomas Creek ~~(Weddle)~~ Davaney Br.
Highway: F.A.S. A496
County: Linn
Prefix: 522-1947
Res. Engr. Jack Martin

Date August 9, 1977
Ten Year Traffic Coefficient 6.1
18 kip s.a. per day 10.2
R value 9
Frost Penetration - - - -
CBE Total Requirement 19.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C.	7.0
10.0"	A.B.	10.0
15.0"		20.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Programs

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
AUG 11 1977
TAA
File: PM FA
LG OP

2.

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 9, 1977

FROM: Adele L. Egan
Right of Way Office Manager

TO: Perry Crosley, Acting
Region 2 R/W Supervisor

SUBJECT: Right of Way Services Agreements
#60, #61, Linn County
#62, #63, #64, Yamhill County

[illegible] 570
[illegible]

Enclosed are originals and/or xerox copies of the subject agreements signed by Mr. Boyd June 1 so that you may transmit them to the proper County officials. A copy is also included for your records.

If these are to be a Federal-Aid Project, a prefix will be assigned after programming. If not, we will secure a prefix for you.

AE
mp
Enc.

cc: Cecil Head, w/orig.
Bob Warberg, w/c
Co-City, w/c
Title, w/c
Relocation, w/c

[illegible]D
[illegible] HEAD

1619

Thomas Creek Bridge @ Kelly Road
Linn County C. R. #622
Prefix: 522-1947

NARRATIVE REPORT

Project Designation

The name of this survey has been changed from "Weddle Bridge" to the name shown above. The numerical designation of the county road has been changed from 763 to 622. A-496

The proposed structure has, by county resolution, been named Devaney bridge.

History

In June 1976 Linn County submitted a request for federal funding to construct a new bridge on an improved alignment. This structure would replace an existing 40 year old covered bridge.

Authority for Survey was approved January 1977. This has been classified a Category 3, non-major action project.

Termini

The westerly terminus is engineer's station 79+50 which is 1400 feet west of the old bridge. The easterly terminus is station 104+50 which is 1100 feet east of the bridge.

Length of the survey is 0.47 mile.

Standards

Proposals for this Class D(2) highway would deviate from the standards in the following categories:

(a) A 6° unspiraled curve at the westerly connection to the existing road, and a 7° unspiraled curve at the easterly connection.

(b) A 30 ft. instead of 32 ft. roadway on the new bridge.

Typical Section

The typical section for the new roadway is as follows:

2" asphaltic concrete (future)
1½" Class "E" A. C. wearing course (immediate)
2" A. C. base course
11½" aggregate base

Except for the tapered sections the widths are:

Two 11 ft. travel lanes
Two 4 ft. paved shoulders

Horizontal Alignment

The new alignment generally coincides with a line run by Linn County in 1975 and has their approval.

The proposed alignment shortens road length by over 400 feet and reduces the total delta angles from 147°47' to 36°29'.

The 6° and 7° curves at the connections are a compromise to produce an alignment that would provide a tangent of adequate length for sight distance and a smooth transition into the existing highway.

This alignment provides for a stream crossing on the most direct route commensurate with the foregoing, plus keeping the lengths of the structure and its embankment approaches within economic tolorances.

Coordinates are assumed.

Vertical Alignment

The roadway elevation differential of 18.75 feet over a horizontal distance of 1500 feet produces a maximum grade of 1.25%. This connects to a virtual flat roadway section at the ends through a 300 ft. vertical curve on the west end and a 200 ft. VC on the east end.

Elevations are assumed, however they are within 1 foot of the actual elevation because the pipe which had contained Bench Mark S 161 (USE) was used as a control TBM. The mark itself was missing.

Right-Of-Way

Parcels totaling 3.91 acres will be required. Owners of record are:

Helen D. Logsdon	0.22	Acre
Jack & Marilyn Barton	1.55	"
Andrew J. Schatz	1.56	"
Myrtle Ellis, et al	0.58	"
	3.91	Acres

All of the above acreage is undeveloped farm land, used mostly for grazing.

Owner Logsdon claimes stock watering rights on Thomas Creek. We found no record of this. Logsdon does not exercise this right at this time but he considers it to be of intrinsic worth to the value of the property and prefers not to relinquish it.

Consideration should be given to providing room for livestock passes around the ends of the embankments should vertical clearance beneath the structure permit.

Drainage

Throughout this area surface water is disposed of by natural percolation through the granular soil, however ditches are included as needed in the roadbed section (see cross-sections).

Payment for ditching should be included in the cost of finishing roadbed and slopes.

A random fill, described on the detail map as diversion fill, constructed NE of the new alignment will direct discharge from a 6 ft. multiplate culvert to the main channel.

The slopes on the channel side on the embankment are riprapped, as are the slopes for the easterly embankment.

Under the old highway at "P"-Line station 98+10 there are two 48" concrete culverts. These are set at an elevation that is much lower than the surrounding ground, therefore do not drain. They obviously are not maintained, so the need of them is questionable. They do not affect the construction.

Utilities

Three PP&L power poles and two PNWBell telephone poles will require removal.

Material Sources

No sources for riprap and embankment are designated but it is believed that regular commercial sources are available with 10 miles of the project. Concrete and paving materials suppliers also are available.

Special Provisions

All work considered for this project can be performed under the current Standard Specifications except for the following:

(a) The connections into the existing road will require stage construction with flagman-controlled one-way traffic during the day. Provision would be made for two-way traffic during non-work periods.

(b) The gradations and proportions for the open-graded wearing course asphaltic concrete shall be incorporated.

J. M. Martin
Resident Engineer

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Thomas Creek @ Kelly Road UNIT OR PART ______ Sheet 1 of 1
HIGHWAY County Road #622 PREFIX 522-1947-901 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1.	110	Mobilization (5%)	Lump Sum	all	-	21,730
2.	111	Temporary Protection & Direction of Traffic	Lump Sum	all	-	1,500
3.	111	Temporary Signs	sq. ft.	244	6.00	1,464
4.	111	Temporary Barricades, Type III	each	10	80.00	800
5.	111	Flagmen	hour	100	15.00	1,500
6.	201	Clearing & Grubbing	Lump Sum	all	-	1,800
7.	202	Removal of Structures & Obstructions	Lump Sum	all	-	5,300
8.	203	Embankment in Place	cu. yd.	30,850	3.00	92,550
9.	222	Finishing Roadbed & Slopes	Lump Sum	all	-	3,300
10.	233	Watering	M-gal	300	10.00	3,000
11.	204	Aggregate Base	ton	4,400	6.00	26,400
12.	403	Asphalt Concrete Mixture	ton	635	10.00	6,350
13.	403	Class "C" Mod. Asphalt Concrete Mixture	ton	515	12.00	6,180
14.	403	Asphalt Cement in Mixture	ton	80	85.00	6,800
15.	606	Guard Rail, Type 1	lin. ft.	50	7.00	350
16.	606	Guard Rail, Type 2A	lin. ft.	1,350	8.00	10,800
17.	606	Guard Rail, Type 3	lin. ft.	100	15.00	1,500
18.	606	Guard Rail Anchors, Type 1	each	4	300.00	1,200
19.	606	Extra for Guard Rail Bridge Connection	each	4	300.00	1,200
20.	606	Rail End Piece, Type "C"	each	4	150.00	600
21.	610	Extra for Asphalt Approaches	each	3	150.00	450
22.	620	Riprap-Class 50	cu. yd.	14	20.00	280
23.	620	Riprap-Class 700	cu. yd.	1,100	13.00	14,300
24.	681	Seeding & Mulching	acre	1.5	400.00	600
	500	Structure	-	all	-	246,400
		Engineering & Contingencies (20%)				91,271
		TOTAL ESTIMATED COST				547,625

fas A-482
A-496
Linn Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 28, 1977

FILE:

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: George N. Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

SUBJECT: Calapooya River Bridge
FAS A482
Weddle Bridge – Kelley Rd
FAS A496

Attached are letters from Willis Grafe regarding right-of-way acquisition for subject projects.

Mr. Grafe is expressing the County's desire for Federal Aid funding for right-of-way purchase.

Please take appropriate steps to program right-of-way acquisition for these projects with the FHWA.

C.C. J. B. Boyd

POS/elf

Attach.

Hopkins
Harwell
Holmes ✓
Pearne
[illegible]

RECEIVED
JAN 31 1977
COUNTY
✓ CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Follow Up
Other

PROJECT MANAGEMENT
JAN 31 '77
REFER TO
☐
☐
H
FO#

Info	Investigate	R/D	Action	File	Letter	See Me
			X			

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

January 26, 1977

REGION 2 ENGINEER
RECEIVED
JAN 27 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ☐ ☐ ☐ ☐

Phillip O. Stearns, Federal Aid Engr.
Oregon State Highway Div., Region II
East Salem Highway Bldg.
2960 E. State Street
Salem, Ore 97310

RE: Calapooya River Bridge
FAS 218, D.R.#759

Dear Mr. Stearns:

Reference is made to our project request transmitted to you August 12, 1976, covering survey, design, and construction of bridge and approaches across the Calapooya River.

On page 7 of the application under Right-of-Way and Utilities Data, we requested the State to negotiate and acquire right-of-way on behalf of the county. In clarification of this item of the request, and to avoid any misunderstanding, it was our intent that the State would include the right-of-way acquisition as an integral part of the FAS project and handle the funding for purchase of right-of-way under Federal Aid procedures.

Very truly yours,

Willis R. Grafe
Linn County Engineer

WRG:bt

____ Hopkins
____ Harwell
____ Holmes
____ Prange R
____ Unrein

RECEIVED
JAN [illegible]1 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____
Other ____

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-A 496(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
70317

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-13-77	1-13-77	Secondary A496
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Thomas Creek (Weddle) Bridge Section"

GENERAL DESCRIPTION OF WORK:
Preliminary engineering and one structure Code X080 Miles 0.2.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $23,500 - FF $20,163

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
As further requested in Mr. Rulien's 12-27-76 letter, you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $200,000 - Federal funds $171,600 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-13-77	G. K. Hossner for	Division Administrator

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1140 2

~~PRO 6-2~~

December 27, 1976

TO Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
D. E. SWAN

FROM for ~~L.~~ W. Rulien
Program Management Engineer

SUBJECT Federal Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal aid funding of the following Rural Secondary project.

Item No.	Project No.	Section Name & PNRS No.
70317	RS-A496(1)	Thomas Cr. (Weddle) Br. #7610-2-310

CL:ljt

Encl.

cc: G. L. Green, FHWA
D. E. Swan

~~PRO 6-2~~

December 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project Data Submission
Item No. 70317
Project No. RS-A496(1)
Thomas Cr. (Weddle) Bridge Section
Linn County

Attached is data for the subject project.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $23,500 with an obligation of $20,163 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $200,000 with an obligation of $171,600 in federal funds.

CL:ljt

Att.

cc: C. O. Fredrickson, Reg. 2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 27, 1976

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 4 mi. S.W. of Scio 65	ADT	PRESENT DHV 70 450	FUTURE 770 (66) (70)	YEAR 96 (71) (72)	REGION 10

STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 A496

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Linn
	NAME OF URBAN AREA ---	ROUTE NO. S · FEDERAL-AID *A496 (32) · STATE Co. Rd. (36) (37) · U.S. -

17-31

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Thomas Creek (Weddle) Bridge Section"	0.2	23,500	20,163	3,337	- -
5					ROW							
5					CONST (CODE) X080			0.2	200,000	171,600	14,200	14,200 (Co

CARD	CODE	PREPARED BY					
1	1	CL	PROJECT TOTALS	0.2	223,500	191,763	17,537
1	14	PROGRAM APPROVAL DATES December 9, 1976			(18) (23)	(24) (33)	REMARKS

OTHER FUNDS (project totals): 14,200 (Co

*Former FAS Rt. 763

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

December 27, 1976

ECT LOCATION (45 typewriter spaces): . Rd., Approx. 4 mi. S.W. of Scio

ADT PRESENT: DHV 70 450
FUTURE: 770
YEAR: 96
REGION: 10
STATE NAME: Oregon
STATE CODE: 41
APPN CODE: 075
ITEM NO.: 70317

ORK (35 typewriter: idge
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): RS-
NUMBER: A496
SEQ. NO.: (1)
I Projects Only
POST MI.:
DESIG.:

Rural Secondary

COUNTY NAME: Linn
CODE: 043
ROUTE NO. S
FEDERAL-AID: *A496
STATE: Co. Rd.
U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Thomas Creek (Weddle) Bridge Section"	0.2	23,500	20,163	3,337	- -	ROW - 60' normal; Access Control-None; Parking Restrictions-None.
OW								
ONST ODE) 080			0.2	200,000	171,600	14,200	14,200 (Co.)	
	CL	PROJECT TOTALS	0.2	223,500	191,763	17,537	14,200 (Co.)	

OVAL DATES: December 9, 1976

REMARKS

*Former FAS Rt. 763

-over-

THOMAS CREEK (WEDDLE) BRIDGE SECTION

PROJECT NO. RS-A496(1)

Existing Facility: Untreated timber covered bridge with timber trestle approaches. Overall length 192 feet, roadway width 18 feet.

Adjacent Sections: Roadway consists of 20-foot oil mat surface with 2-foot shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construct, on improved alignment, 250-foot reinforced concrete bridge (#12935) with 30-foot roadway.

(3) Grade, drain and high-type pave approach roadways, and furnish and install guardrail for two 11-foot travel lanes with 4-foot shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 22, 1976.

IM 50-o-70 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 review letters of approval dated October 27, 1976 and October 28, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required under Oregon Action Plan (Cat. 3)
(b) Location/Design - Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 2.

7340

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer,

DATE: December 13, 1976

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Weddle Bridge
Kelly Road (Co.) FAS 763
Linn County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG: dpy

Attachment

ESH
12-14-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson
Region 2 Geologist: William Fretwell

STATE HWY.
DEC 13 '76
REFER TO
FOR
Info

Form FHWA 121 (Rev. 5-73)
9090

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: November 22, 1976

In reply refer to: 1041B.2

SUBJECT: Project Assessment
Weddle Bridge
Kelly Road (Co.) FAS 763
Linn County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's November 15, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Region 2, E. Welsh)

F. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 8 '76
REFER TO Rulien
FOR

7090

L.

November 15, 1976

Linn County Board of Commissioners
Linn County Courthouse
Albany, OR   97321

Attention: Del W. Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen:

Attached for your files is a fully executed copy of an agreement for construction of the Thomas Creek (Weddle) Bridge on Kelly Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Don Harwell (agreement attached)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

G. L. Green
H. ~~S. Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

Linn Co.

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division (70317,-332,-333,-334)

PROJECT TITLE: District 4, FY 77 Annual Program

DATE: October 27, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 310

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
NOV 2 '76
REFER TO
FOR

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 310 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal or fill of 50 cubic yards or more of material below the bank of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, Oregon 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

Form 81-734-3039

FAS-A496 ~~4~~
(763)
Linn Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SUSVEY

Section (Weddle Bridge) Thomas Cr.

Highway Kelly Road (County) FAS ~~763~~ A496

County Linn

Date October 4, 1976

Authorization No. 1

Survey Prefix 522-1947 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is approximately 500' north of the proposed Thomas Cr. structure. The southerly terminus is approximately 500' south of the proposed Thomas Cr. structure. Total project length is approx 0.20 mile.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
JAN 20 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Purpose of survey:

To prepare plans, specifications, and cost estimate to replace the existing structure and upgrade the approaches. This is an FAS-C project.

Estimate of cost:

Field	901	7,500	Found. Expl.	926	3,000
Citizen Participation	902	200	Hearings	930	500
Plans	905	1,000			
Bridge Design	906	8,000			
R/W	909	500			
Soils	910	800			
Liaison	913	400			
Utility	914	100			
Hydraulics	918	500			
Specifications	921	500			
Environmental	923	500			

RS-A496 (1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 23,500

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:
Jack Martin
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Peoples
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

SP*19760-734

1-13-77
FAS-C

(#2) 9040

Item: 70317, 70332, 70333, 70334

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Building
Corvallis, OR 97330

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: District 4,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Region Engineer: C. O. Fredrickson
District Engineer: H. C. Johnson
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Item: 70317, 70332, 70333, 70334

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #			Page One
02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 District 4, FY 77 Annual Program Projects for Review			
11	12] PROJECT LOCATION—CITY See Attachment	PROJECT LOCATION—COUNTY Attach.	PROJECT LOCATION [79 SEC: T: R: Attach.	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Please refer to the attached information covering proposed construction projects [71

07 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 12] September 30, 1977. Item 70317, 70332, 70333, 70334. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
418,000	-	34,000	34,000	-	486,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U.S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 October 43] DAY [44 25 45] YEAR [46 1976

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

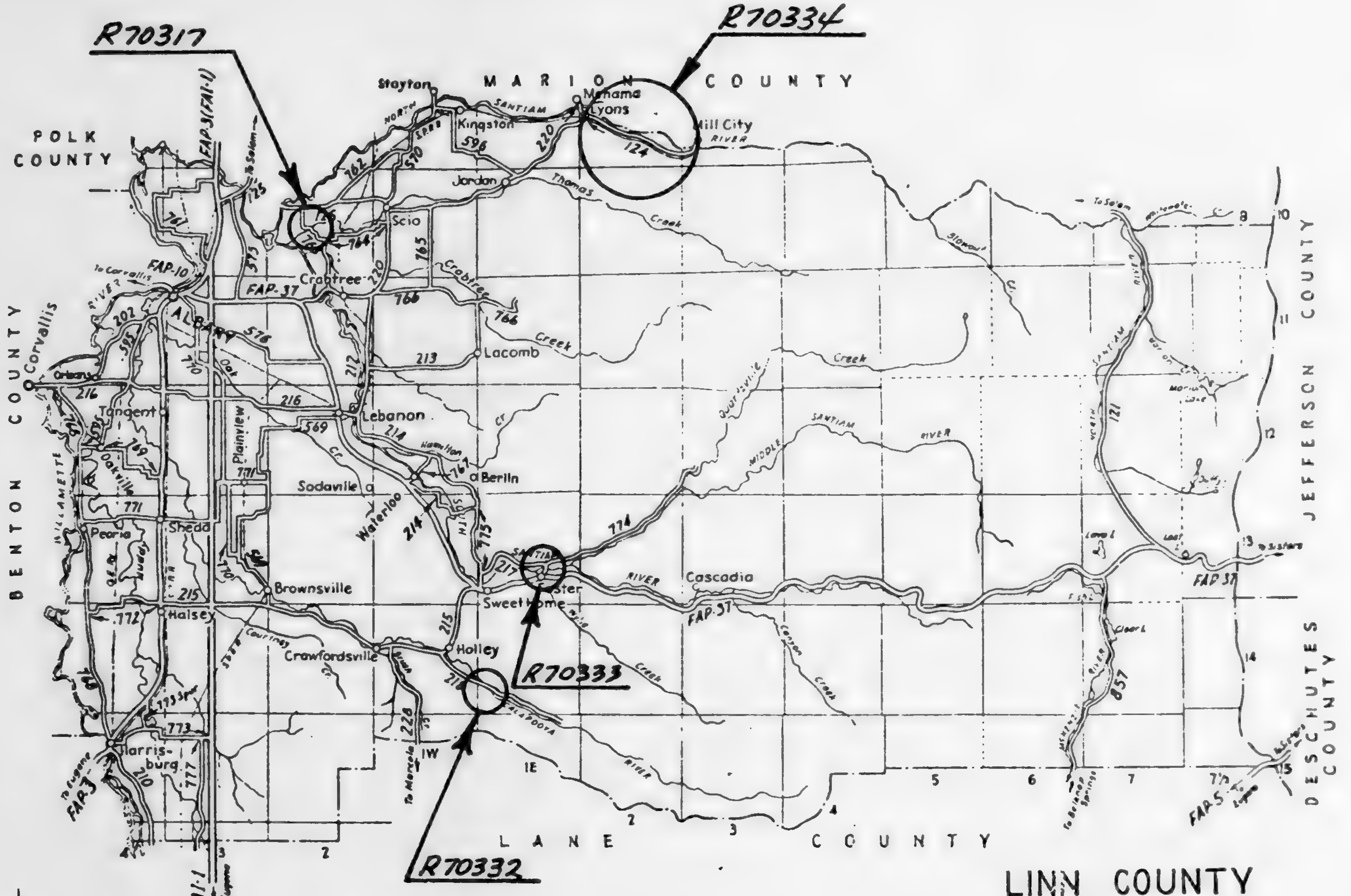
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

DISTRICT 4


R70317
R70334
R70333
R70332
MARION COUNTY
POLK COUNTY
BENTON COUNTY
LANE COUNTY
JEFFERSON COUNTY
DESCHUTES COUNTY
Stayton
Kingston
Mehama
Lyons
Mill City
Jordan
Scio
Crabtree
Albany
Corvallis
Orleans
Tangent
Oakville
Peoria
Shedd
Halsey
Harrisburg
Plainview
Lebanon
Lacomb
Sodaville
Waterloo
Berlin
Brownsville
Crawfordsville
Holley
Sweet Home
Foster
Cascadia
FAP-10
FAP-37
FAP 3(FAI-1)
FAI-1
FAP3
FAS
To Salem
To Corvallis
To Eugene
To Marcola
To Belknap Springs
Santiam River
Thomas Creek
Crabtree Creek
Calapooya River
Middle Santiam River
North Santiam River
Willamette River
124
220
596
570
762
725
575
764
765
766
213
212
216
214
767
715
774
217
215
218
228
569
771
770
202
595
761
769
772
773
777
210
121
857

LINN COUNTY

FAS SYSTEM

Scale 0 1 2 m. May 1961

'LEGEND'

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

9090

2.

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 28 1976

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Form 81-734-3123

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

LINN COUNTY
Proposed FAS-C Project

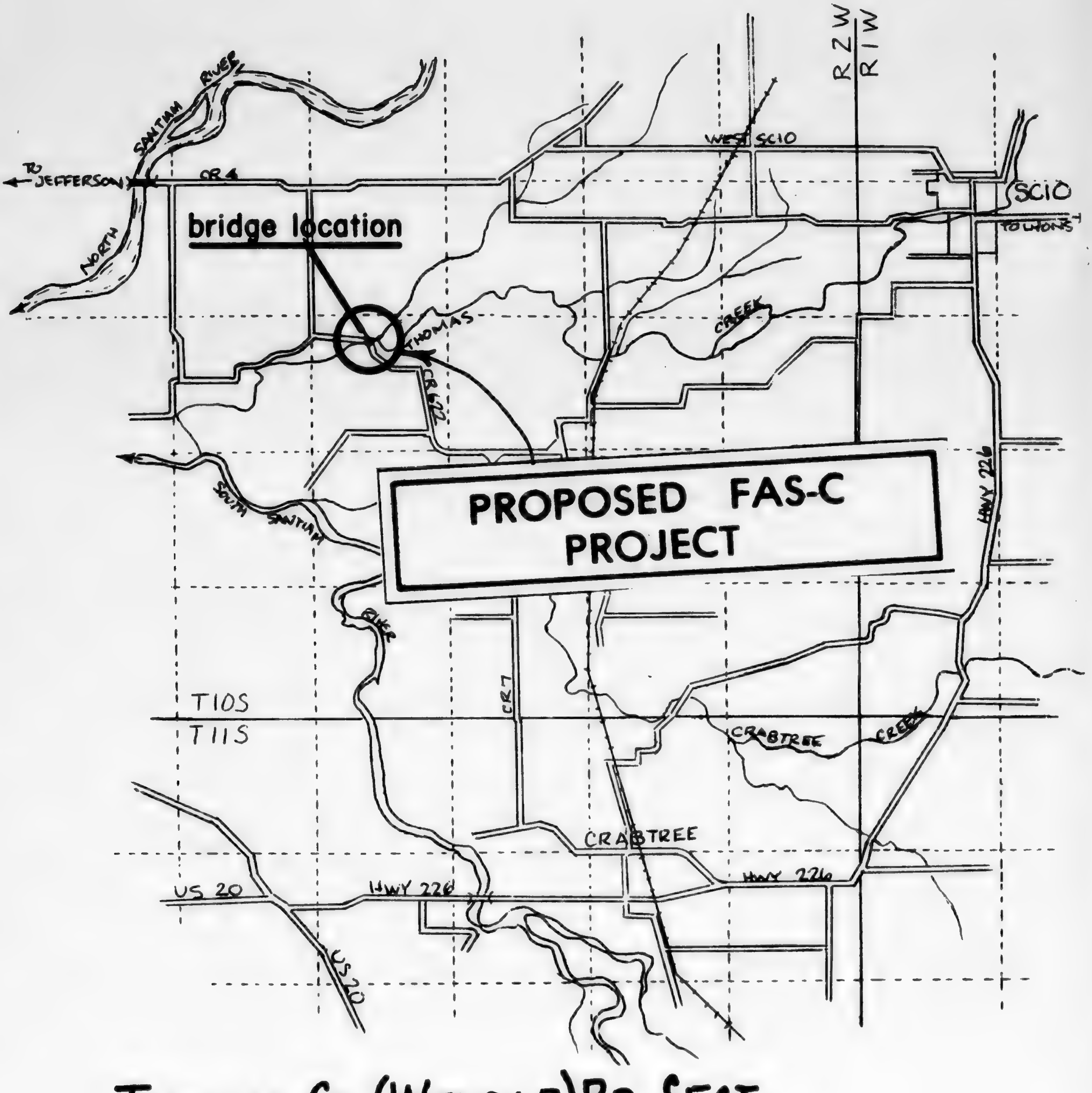
Thomas Creek (Weddle) Bridge Section
Kelly Road, County Road No. 622
FAS A496
Structure
$200,000

Construct a reinforced concrete bridge on revised alignment 250 feet long with a 30-foot roadway without sidewalks. All work, including structure, approaches, guardrail, and temporary construction signing will be done by contract. County will maintain existing structure and roadway for detour.

The present covered bridge will remain in place, additional right-of-way will be required, and a public hearing will be offered if necessary.

State will perform all engineering.

76-f
9/13/76


TO JEFFERSON
CR 4
NORTH SANTIAM RIVER
bridge location
THOMAS
CREEK
CR 672
WEST SCIO
SCIO
TO LYONS
R2W
R1W
PROPOSED FAS-C PROJECT
SOUTH SANTIAM RIVER
HWY 226
T10S
T11S
CR 7
CRABTREE CREEK
CRABTREE
HWY 226
US 20
HWY 226
US 20

THOMAS CR. (WEDDLE) BR. SECT.

KELLY ROAD FAS 763

Linn County

7070

F+S 763
SBR P
Linn Co

SALEM
May 26, 1976

L. W. Rullen
Project Management Engineer

E. S. Hunter
Deputy State Highway Engineer

Thomas Creek Covered Bridge
Linn County

Assignment ESH 805

Herewith a suggested letter draft to Mr. Jack Rounsefell in reply to a May 17 inquiry re Thomas Creek Bridge in Linn County.

The matter is pending both SBRP and FAS-C financing and is based on available funds, hearings, and related activities.

DNH:mm

Att.

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

DRAFT, 5/26/76
DNH:mm

cc: Willis Graff,
Linn County Engineer

bc: Coulter
Hunter
Hart
Rullen
Fredrickson
Harwell

Mr. Jack V. Rounsefell
311 North Third Street
Stayton, OR 97383

RE: Thomas Creek Covered Bridge

Dear Sir:

Your letter of May 17 requested data regarding the proposed replacement of the Thomas Creek Covered Bridge in Linn County.

This structure, more commonly known as Weddle Bridge No. 622.160, is on Federal Aid Route No. 763 and is currently on our Six Year Highway Improvement Program as a "Special Bridge Replacement Project."

In discussions with Mr. Neal Michael and Mr. Willis Graff of the Linn County Engineering Department, we find they are currently proposing to submit a request for construction of this facility as a possible Federal Aid Secondary project in the event the other monies are not available.

Any data regarding this existing structure or the proposed replacement is in the hands of the Linn County Road Department and I am sure they will be pleased to discuss this matter with you at your convenience. If any hearings, committees, or appointments are made for "study groups," they would have that information also as this is a local government initiated project.

Thank you for your interest in this matter and we would recommend you contact Linn County for information on the proposal for reconstruction.

Vty,

F. B. Klaboe, Administrator
and State Highway Engineer

By

?????

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

May 17, 1976

RECEIVED
COUNTY & CITY SECTION
MAY 20 1976
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. F. B. Klaboe
Administrator
State Highway Engineer
State Highway Bldg.
Salem, OR 97310

Re: Thomas Creek Covered Bridge

Dear Mr. Klaboe:

Please send me any information which you may have on the bridge which is to be torn down.

We require everything to be sent except those items which may be exempted by statute. If you have a particularly voluminous amount of material, please call me at 769-2147 so I might indicate to you what will be helpful.

Also please mention the date of any hearings, corresponding officials of committees and the names of officials of Linn County who are involved.

Sincerely,

Jack V. Rounsefell

Jack V. Rounsefell

JVR/lb

PROJECT MANAGEMENT
MAY 20 '76
REFERRED
Info Investigate R/D Action File
X

R/D

RECEIVED
STATE HWY ENGR
MAY 18 '76
REFER TO
[illegible]
FOR
Info Invest R/D D/R

10 sim. bridges

Rev. 10/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Linn FAS No. 763 Date May 25, 1976
County Road Name Kelly Road
Section Name Weddle Bridge
Type of Project Bridge & approaches
Location of Project (Attach sketch map)
ADT 300 Design Speed 40

Is this request for county bridge design only? Yes ___ No ___
county FAS bridge design? Yes X No ___
Will County hire consultant for this project? Yes ___ No X

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type AC
   (AC, Pug Cold Mix, Penetration Mat)
   Total Travel Width 22'

2. Shoulders: Type Gravel
   (AC, Pug Cold Mix, Oil Mat)
   Width Each Side 4' Total Top Width 30'

3. Grading and Drainage:
   By County ___ County Date of Completion ___ By Contract X

4. Bottom Base Course:
   By County ___ County Date of Completion ___ By Contract X
   Has base design been given to County? Yes ___ No X
   Will it be furnished? Yes ___ No X

5. Leveling Course:
   By County ___ County Date of Completion ___ By Contract X

6. Binder Course:
   By County ___ County Date of Completion ___ By Contract X

7. Traveled Surface and Shoulders:
   By County ___ County Date of Completion ___ By Contract X

8. Clearing:
   By County ___ County Date of Completion ___ By Contract X

9. Curbs:
   Curbs Required? Yes ___ No X
   Type Desired ___
   (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs ___

DHV

RECEIVED
COUNTY & CITY SECTION
JUN 10 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway and Bicycle Trails:
Are walkways or trails desired? Yes ______ No __X__
If answer is No, which of the following applies?
Contrary to public safety ______ Cost excessive to need or use ______
Sparse population ____X____ Area exempt from bike law ______
What is desired width of trail or walkway ______________ ft.
What type of surface treatment is desired ______________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes ______ No ______
What type of separation from roadway will be used? ______________
______________ (curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes ______ No ______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes __X__ No ______

12. Will replacement be by: County ______________ Contract ____X____
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ______ No __X__

14. Will County adjust structure to additional width? Yes ______ No __X__

15. Will adjusted width be standard? Yes __X__ No ______
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes ______ No __X__

17. Does County wish sight posts installed? Yes ______ No __X__

18. Does County wish State to permanently stripe project? Yes ______ No __X__

19. Will County do striping? Yes __X__ No ______

20. Does County wish guardrail installed? Yes __X__ No ______
By County ______________ Contractor ____X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes __X__ No ______
By seeding and mulching Yes __X__ No ______
By rock blanket Yes ______ No ______
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes __X__ No ______

23. Can through traffic be detoured? Yes __X__ No ______

24. Must new detour be constructed? Yes ______ No __X__

25. Will detour be constructed and maintained by County? Yes N/A No ____

26. Will detour be constructed & maintained by Contractor? Yes N/A No ____

27. Will County sign project outside work area during construction? Yes ____ No X

28. Will Contractor sign project outside work area during construction? Yes X No ____

29. Should contract provide for permanent signing? Yes ____ No X

30. Should State do permanent signing? Yes ____ No X

31. Will traffic signals be required? Yes ____ No X
If yes, give location and type desired ____

32. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)
If yes, explain Funding available either through bridge replacement funds or FAS funds. No other restraints except time for project development.

33. Existing facility - Total top width 24'
Travelway width and surface 20' Oil, ____
Shoulder width and surface 2' Gravel, ____

Remarks re Section I: Roadwork is incidental to the structure;relocation and new right-of-way are necessary. New location makes detour unnecessary.

II. BRIDGE PROJECT DATA

1. Name of river or stream Thomas Creek

2. Name of bridge Weddle Bridge (covered)

3a. Dimensions of existing bridge. Length 192' Roadway Width 18' Type Wood Covered
b. Dimensions of existing approaches. Type Oil Mat Width 20' Shoulders 2'

4. Type of design and material used in existing bridge. Untreated timber covered bridge with timber trestle approaches.

5. Location (please attach map with location marked):
Section 21 Township 8S Range 2W W.M.

6. Desired width of proposed bridge 30' Approx. length 200'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ______ No X
Upstream ________ Downstream ________ Width ________

8. Does County wish a particular type of bridge design? Yes ______ No X
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete prestressed beams or other most economical design desired.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ______ No X
Explain ____

10. Foundation Testing: By County? Yes ______ No X
By State? Yes X No ______

11. Will County close road during construction? Yes N/A No N/A

12. Can presently established road be used as detour? Yes X No ______

13. Must a new detour be constructed? Yes ______ No X

14. Will detour be constructed & maintained by County: Yes N/A No N/A

15. Will detour be constructed & maintained by Contractor? Yes N/A No N/A

16. Will County sign project outside work area during construction? Yes ______ No X

17. Will Contractor sign project outside work area during construction? Yes X No ______

18. Approaches or Connections: By County? Yes ______ No X
By Contractor? Yes X No ______
Traveled surface: Type AC Width 22'
Shoulder surface: Type Gravel Width 4'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure? Yes ______ No X

N.W. quadrant distance from structure ____________
N.E. quadrant distance from structure ____________
S.W. quadrant distance from structure ____________
S.E. quadrant distance from structure ____________

20. Guardrail: Desired on approaches or connections: Yes__X__ No______
By County____________ Contractor_____X_____
Right side only? Yes______ No______
Both sides? Yes__X__ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion. Guardrail must be installed before FHWA will accept completed project.)

21. Existing Structure: Remain in place? Yes__X__ No______
Use for detour? Yes______ No______
Removed by County? Yes______ No______
Removed by Contractor? Yes______ No______
Salvaged by Contractor for County? Yes______ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required to be:
By County? Yes______ No__X__
By Contractor? Yes______ No__X__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes______ No__X__ Size__________
Company____
b. Sanitary sewer mains: Yes______ No__X__ Size__________
Company____
c. Storm sewer: Yes______ No__X__ Size__________
Company____
d. Gas mains: Yes______ No__X__ Size__________
Company____
e. Power lines: Yes______ No__X__ Size__________
Company____
f. Telephone lines: Yes______ No__X__ Size__________
Company____
g. Other Utilities:____________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes______ No__X__

25. Does County wish lightpost bases and conduit installed? Yes______ No__X__

26. Does County wish complete job of illumination in project? Yes______ No__X__

27. Is project contingent upon other factors? Yes__X__ No______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.) Bridge replacement funding or FAS funding as it becomes available. Structure is eligible for bridge replacement funding. Limiting factor is time required for project development.

If yes, explain: Bridge replacement or FAS funding.

28. Existing roadway on either side of bridge:

N or E Side - Travelway surface and width	Oil	,	20'
Shoulder surface and width	Gravel	,	2'
S or W Side - Travelway surface and width	Oil	,	20'
Shoulder surface and width	Gravel	,	2'

Remarks re Section II: Untreated timber covered bridge constructed in 1937. Very low sufficiency rating making eligible for bridge replacement funding. New alignment will enable construction without traffic interference.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes X No ___
   - By Consultant? Yes ___ No ___
   - By County? Yes ___ No ___

   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ___ No X

3. Construction plans and specifications to be prepared:
   - By State? Yes X No ___
   - By Consultant? Yes ___ No ___
   - By County? Yes ___ No ___

4. Does County desire center line to be permanently monumented as part of project? Yes ___ No X

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ___ No X

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: County will monument. It is anticipated this project will go to completion either as FAS or bridge replacement project.

(NOTE: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY AND UTILITIES DATA

1. What is width of existing right of way? Maximum__60'__ Minimum__60'____

2. Is any additional right of way needed? Yes__X__ No______
(If answer is Yes, a hearing must be offered.)

3. Will County acquire right of way and have State review negotiations? Yes______ No__X__

4. Should State negotiate and acquire right of way in behalf of County? Yes__X__ No______

5. Should State prepare options? Yes__X__ No______

6. Should material source site be included in right-of-way descriptions? Yes______ No__X__

7. Is there any merchantable timber on right of way? Yes______ No__X__

8. Will timber be reserved for owner? Yes__N/A__ No______
If removed by County or individual, must be done prior advertisment for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes__X__ No______

10. Is a hearing necessary? Yes__X__ No______
(NOTE: If significant amounts of right of way are acquired an opportunity for a hearing must be afforded.)

11. Are there any affected utilities (electric, water, gas, sewer, etc.) on private land? Yes______ No__X__
If yes, give type and name of utility company:______________________________
____

12. Are there any affected utilities (electric, water, gas, sewer, etc.) on existing right of way? Yes______ No___X
If yes, give type and name of utility company:______________________________
____

13. Are utilities on existing right of way by permit__N/A__ or by franchise_____
(NOTE: County must move all utilites on present right-of-way.)

14. Are there any irrigation facilities? Yes______ No__X__
If yes, give name of irrigation company or district______________________
____
and dates between which water can be turned off: From__________________
To______________________

15. Are there any railroad crossings? Yes______ No__X__

16. Name of Railroad______________________________

17. Number of tracks: Mainline__________ Siding__________ Total__________

18. Sight Distance:____________________(Left) ____________________(Right)

19. Number of Trains: Passenger__________________ Speed__________________
Freight__________________ Speed__________________

20. Angle of Intersection:______________________________

21. Type of Existing Crossing: Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop Signs______
Crossbucks________________ Automatic bell__________ Gates__________

23. Proposed Protection:______________________________
____

24. Are there to be stopping lanes for buses and trucks, etc.? Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:______________________________

26. Traffic Control Signing:
To be part of project? Yes__X__ No______
By County? Yes__X__ No______
By State at County expense? Yes______ No______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes______ No______
By County? Yes__X__ No______
By State at County expense? Yes______ No______

28. Does County wish State to prepare P.U.C. hearing date? Yes__N/A__ No______

29. Will P.U.C. application be made by State__N/A__ or County__________?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes______ No__X__

Remarks re Section IV:______________________________
____
____
____

V. **MATERIAL SOURCES DATA** N/A

1. Gravel________ Quarry________ Cinders________
2. Owner: County______ State______ Private______ Other______
3. Location:______ Section______ Township______ Range______W.M.
4. If County lease, what are royalty payments?________
5. Materials furnished by County: Borrow______ Select Topping______
   Base Course______ Level Course______ Mineral Aggregates______
   Location________
   Miscellaneous Items________

Remarks re Section V: No activity contemplated in this area.

VI. **FINANCIAL DATA**

1. Estimated Cost: $ 200,000.00
2. Available FAS Funds $ 316,000.00
3. Does County wish advancement of future Federal funds? Yes____ No X
   Amount________
4. Date match money is available Currently
5. Will there be any 100% County money? Yes____ No X
6. Maximum amount of 100% County money available: $________
7. Date County request letting: When ready

Remarks re Section VI: To our best knowledge and belief, this project can be funded as soon as ready. In any case, it is expected that it will use FAS or Bridge Replacement funds.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2 and 3 projects, the county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison, and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Linn County Engineer
Office
2. Environmental "
Office
3. Public Hearing "
Office

Remarks re Section VII: This will be county's first involvement with action plan.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By
County Judge or Comm. Chairman

By
County Commissioner

By
County Commissioner

By
County Engineer of Roadmaster

County [illegible]

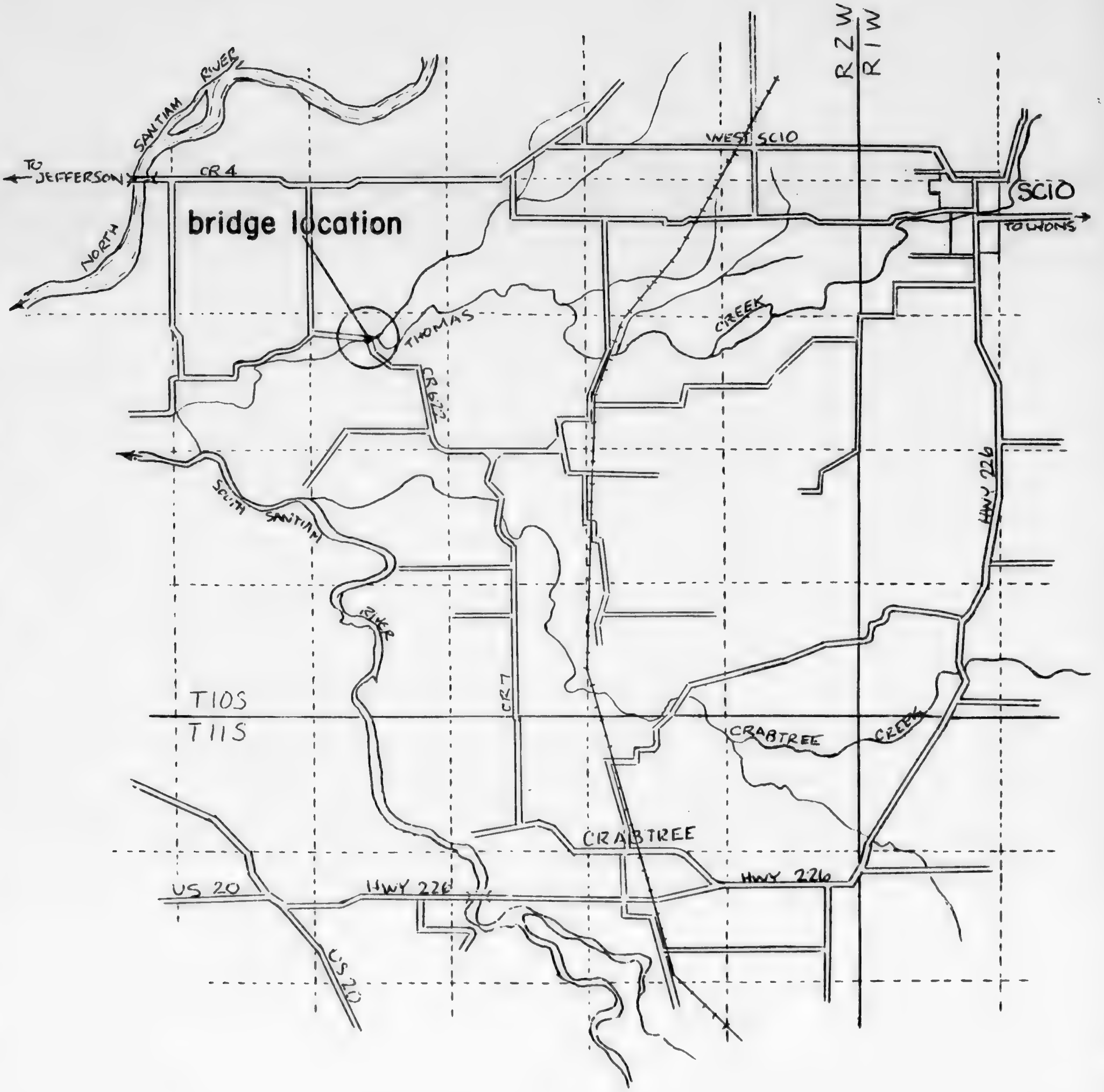
Date [illegible]

APPROVED AS TO FORM
Linn Co. District Attorney
No. [illegible]

LOCATION OF WEDDLE BRIDGE

bridge no. 622·160

T10S; R2W; SEC.21


NORTH SANTIAM RIVER
TO JEFFERSON
CR 4
WEST SCIO
R2W
R1W
SCIO
TO LYONS
bridge location
THOMAS
CREEK
CR 622
SOUTH SANTIAM RIVER
HWY 226
CR 7
T10S
T11S
CRABTREE CREEK
CRABTREE
US 20
HWY 226
HWY 226
US 20

EXTRA - ORIG. TO POTTER
10-11-76

RECEIVED
COUNTY & CITY SECTION
JUN 10 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 25, 1976

Section Weddle Bridge

Unit (if appl)

County Linn

City ----

Highway County Road 622 (FAS 763)

State Hwy. No. ----

Termini: M.P.(if appl)

Length 2300 ±

Region 2

Construction Estimate $200,000
Program Amount

B. Purpose of Project: To replace a 40 year old covered bridge on low standard alignment with a modern, permanent structure on improved alignment.

C. Origin & History of Project: Present untreated timber covered bridge was constructed in 1937, is 18' wide and showing signs of structural as well as functional obsolesence.

D. General Description of Project:

Alignment: New X Existing Combined

Typical Section: Existing: No. Lanes 2 ; Med. -- ; Shldrs. 2 ; Parking

Proposed: No. Lanes 2 ; Med. -- ; Shldrs. 4 ; Parking

Traffic: Existing Facility: Existing ADT 300 ; Projected ADT 400 ; Yr. 1986

Existing Level of Service See back of page

Proposed Facility: Projected ADT 400 ; Yr. 1986

Projected Level of Service A (consistent with design speed for route)

There is no passing sight distance within the limit of the project and a 100' radius curve exists on one end of the structure, reducing the operating speed severely. A valid evaluation of level of service is not possible under the procedures of the capacity manual, but the severe restraint put on the traffic by the curvature reduces it greatly and increases hazard.

Right of Way: Additional anticipated X ; if yes, give approx. No. Parcels 2
Yes, No

Acres 1 ± ; Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:
Will need imported borrow for embankment. No sources identified at this time.

Type of Structure(s):
Permanent type, most economical. (probably prestressed concrete girder)

Brief Description of River or Stream and Type of Involvement, if any:
Thomas Creek is a large, year round stream draining approximately 150 sq. mi. of the Cascade foothills. It is not contemplated construction will take place in the permanent stream bed.

Local City, County or COG priorities of project:
County No. 1 priority. No other agencies or organizations involved.

FHWA and/or OSHD approvals given, if any:
Listed on bridge replacement eligibility.

Location or Design Alternatives (identify and describe):
None apparent. Substandard alignment makes the new location relatively simple to arrive at. The new location will cross through the bridge site of a pre 1938 structure replaced by the present one.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The bed of Thomas Creek lies within the western foothills of the Cascade range and the stream is a major tributary of the South Santiam River. Throughout approximately 2/3 of its 24 mile length it traverses broad valley which becomes increasingly fertile and cultivated as the lower reaches are approached. The project is located only about 2 miles above the mouth of the stream and lies in an area of medium sized farms devoted to the production of row crops, grain, and cattle.

2. Cultural:

The area, with the exception of small villages, is one of single family farms of medium size and will undoubtedly remain so under present land use controls. The culture of the area, with rare exception, is rural and agricultural, with thrifty, well kept farmsteads dominating the entire landscape.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Loss of approximately 1/2 - 1 acre of grazing land which is partly within the flood plain of Thomas Creek.

2. Estimated Impact on Traffic Patterns:

Reduction of a severe operational hazard and elimination of 18 ton load limit structure.

Consequences--Air Quality, Noise, Safety, etc.:

Reduction of noise from changing of vehicle speed rounding sharp corners, both engine and tires. Reduction of exhaust emissions from changing speed. Reduce hazard of sharp curves and narrow bridge.

3. Estimated Impact on Land Use:

None with the exception of right-of-way taking. As a compensatory factor, some recycling of old right-of-way may be possible for other uses. May enhance property values.

Consequences:

Not significant with the exception of improved traffic facility and its resultant enhancement of property values.

4. Expected Impact on Natural Ecological Resources:

None contemplated since new structure will be outside streambed. New right-of-way may make available to public a larger area for public use of the stream.

Consequences:

Increased public use of the stream for recreational purposes if considered advisable after public involvement.

5. Expected Impact on Cultural and Scenic Resources:

The existing bridge will be bypassed by the proposed new structure and alignment. Disposition of the structure will be coordinated with State Historic Preservation Office, and Linn County Historical Society.

Consequences:

New uses of old bridge and its present right-of-way may well be devised which could result in some public benefit so far as stream use, etc. are involved.

6. Preliminary Identification of Areas of Critical Concern:
None visualized except for possible retention of old structure for new highway use.

7. Potential for Controversial Issues:
Disposition of the 40 year old covered bridge and the subsequent land use relating thereto.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Excellent

b. Noise Standards
Excellent

c. Water Quality Standards
No conflict if reasonable care taken.

d. Area Land Use and Transportation Plans, and Zoning

Excellent

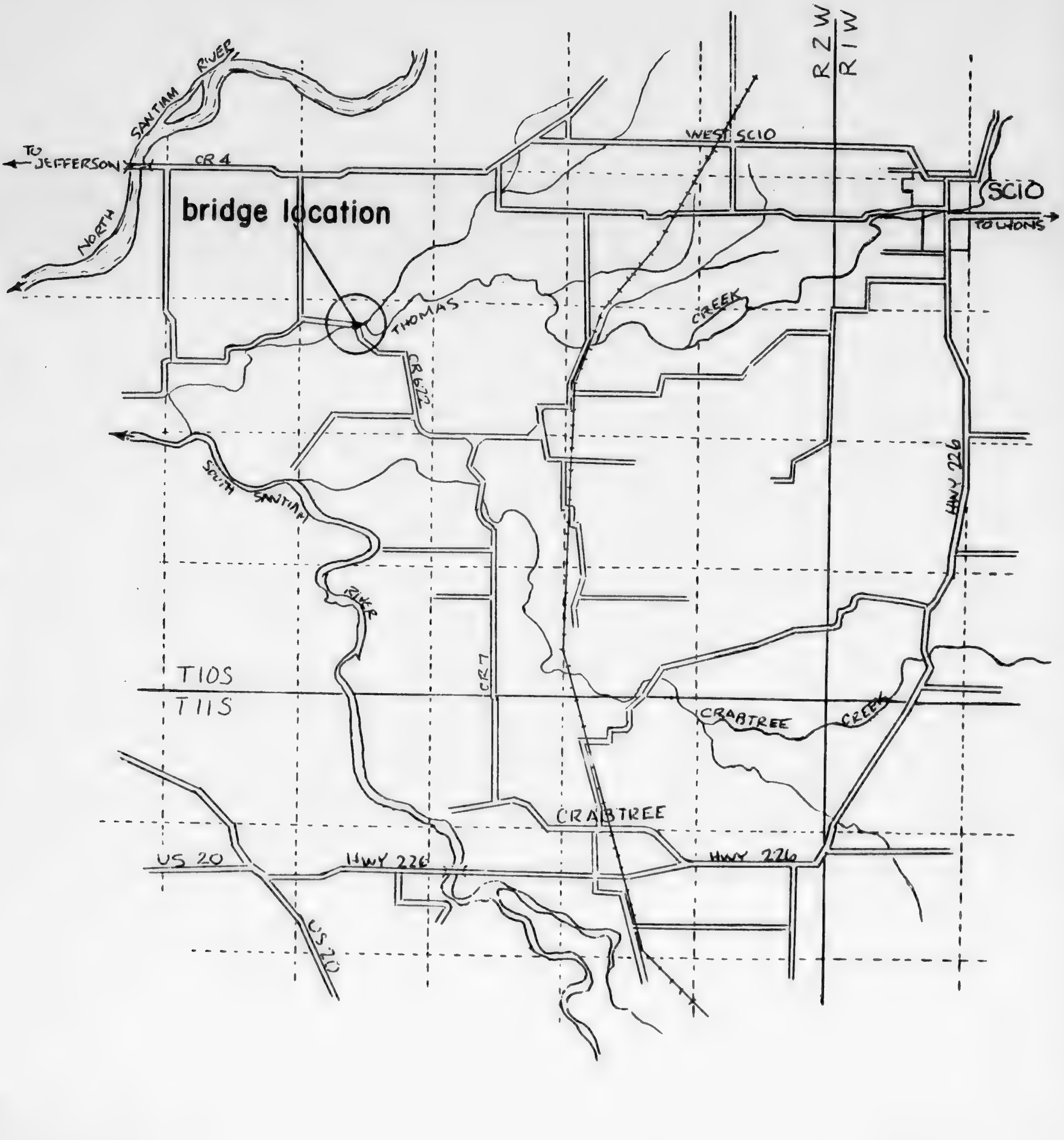
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

LOCATION OF WEDDLE BRIDGE
bridge no. 622·160
T10S; R2W; SEC.21


R2W
R1W
NORTH SANTIAM RIVER
TO JEFFERSON
CR 4
WEST SCIO
SCIO
TO LYONS
bridge location
THOMAS
CREEK
CR 622
SOUTH SANTIAM RIVER
HWY 226
T10S
T11S
CR 7
CRABTREE CREEK
CRABTREE
US 20
HWY 226
HWY 226
US 20

7090

Covered Br.
Linn Co
(Thomas Creek)

SALEM
March 26, 1976

D. N. Harwell
County-City Engineer

E. S. Hunter
Deputy State Highway Engineer

Assignment ESH 727
Covered Bridge, Linn County
Letter to Sen. Hatfield

In response to Sen. Hatfield's letter of April 1 regarding the covered bridge in Linn County, I have talked to Mr. Willis Graff, Linn County Engineer, and have developed the attached reply.

DNH:mm

Att.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

DRAFT, 4/26/76
DNH:mm

ESH Assignment #727

bc: . W. Rullen
W. J. Hart
C. O. Fredrickson

cc: Willis Graff,
Linn County Engineer

Hon. Mark O. Hatfield
United States Senator
463 Russell
Senate Office Building
Washington, D.C. 20510

Dear Senator:

I am writing in response to your letter of April 1 and the communication of March 15 from Mr. Jack Rounsefell regarding the covered bridge over Themas Creek in Linn County, Oregon.

Linn County is proposing to submit a project to State for its replacement under a Federal Aid program. The replacement structure and related road work are proposed to be constructed on new alignment to alleviate poor horizontal curvature as well as eliminate the existing structure which is currently on the deficient bridge replacement-priority listing.

Covered bridges are becoming an "endangered species," and Linn County Engineer Willis Graff informs us that nothing will be done without the proper approvals. This includes necessary public hearings, citizen involvement, and consideration of their wishes. Funding must also be provided.

It is possible the existing structure could be left in place and restored as a historical landmark if the new alignment is constructed.

I trust this will be sufficient information for response to your and Mr. Rounsefell's inquiry.

Vty,

F. B. Klaboe, Administrator
and State Highway Engineer

By

E. S. Hunter
Deputy State Highway Engineer

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

March 15, 1976

Jack V. Rounsefell
311 North Third Street
Stayton, Oregon 97383
Phone (503) 769-2147

The Honorable Mark Hatfield
United States Senator
463 Russell
Senate Office Building
Washington, D.C. 20510

RE: Covered Bridge in Linn County

Dear Mr. Hatfield:

I am an attorney in private practice.

There is a very nice covered wooden bridge across Thomas Creek between Scio and Jordan. The bridge is to be torn down and replaced by steel and concrete.

Representatives of the county government have stated publicly that nothing is wrong with the bridge structurally nor otherwise, but federal funds are in the offing.

You may have passed through this bridge yourself one time. Is there something that can be done to stop this insane destruction.

Sincerely,

Jack V. Rounsefell

Jack V. Rounsefell

cc: NEDC
10015 SW Terwilliger
Portland, Or 97219

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1976
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
STATE HWY ENGR
APR 6 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9090

FAS 763, Linn Co
SBR Proj

GORDON B. WALLACE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

NEAL MICHAEL
Field Engineer

DEL BURKHART
Roadmaster

August 4, 1975

Highway Division
Dept. of Transportation
State Highway Building
Salem, Oregon 97310

Attn: Mr. Bob Prange
County and City

RE: Weddle Bridge 622.160
FAS Route No. #763
FHWA Special Bridge
Replacement Funding

Dear Bob:

We have worked out an alignment change which we feel would be desireable. We are suggesting that this alignment be considered.

If the highway department would use the the proposed alignment, we could proceed with right-of-way aquisition.

A drawing is attached showing the proposed alignment change in red.

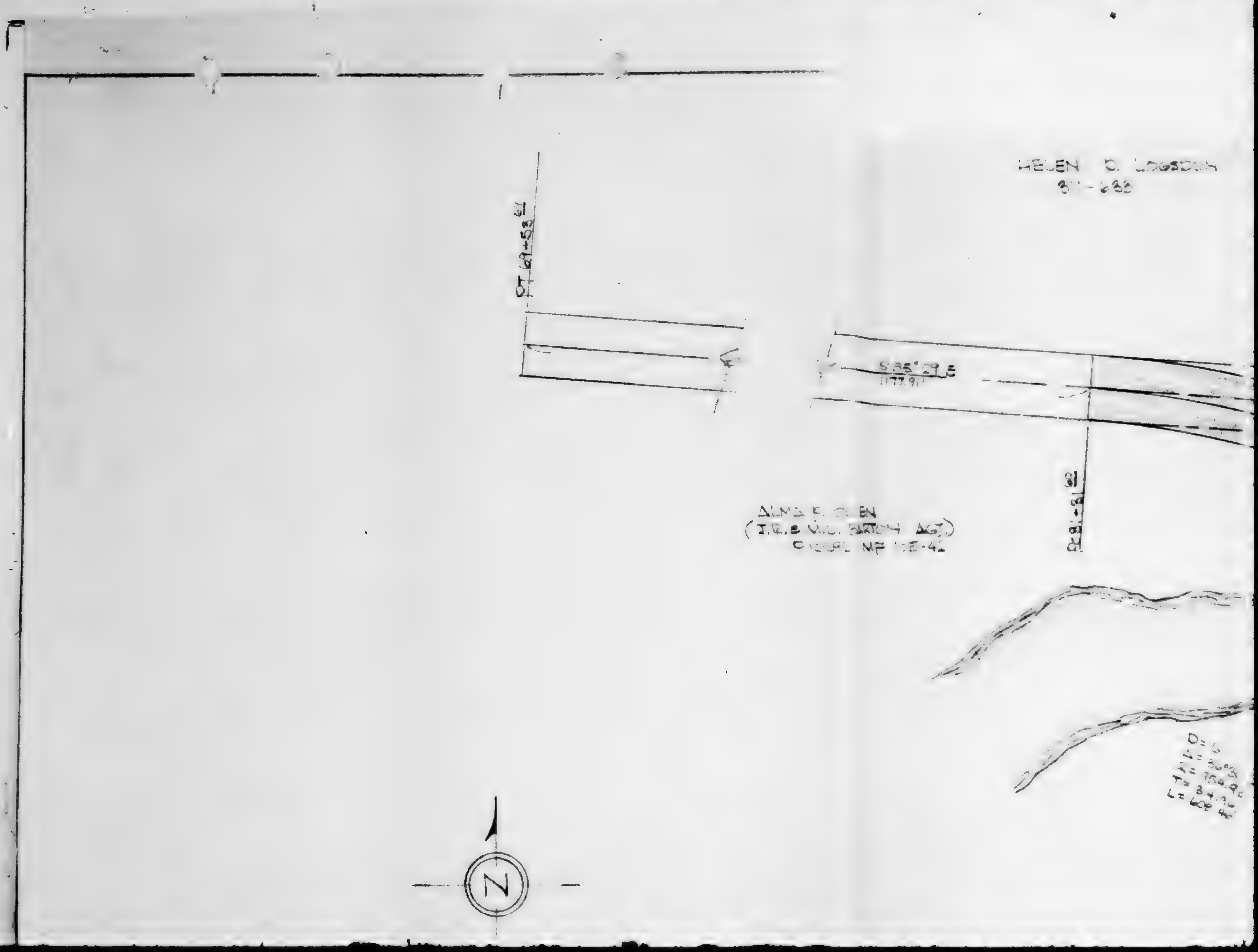
Sincerely yours,

Gordon B. Wallace
Linn County Engineer

GBW:bt
Attached

Prange
H

RECEIVED
COUNTY & CITY SECTION
AUG 5 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐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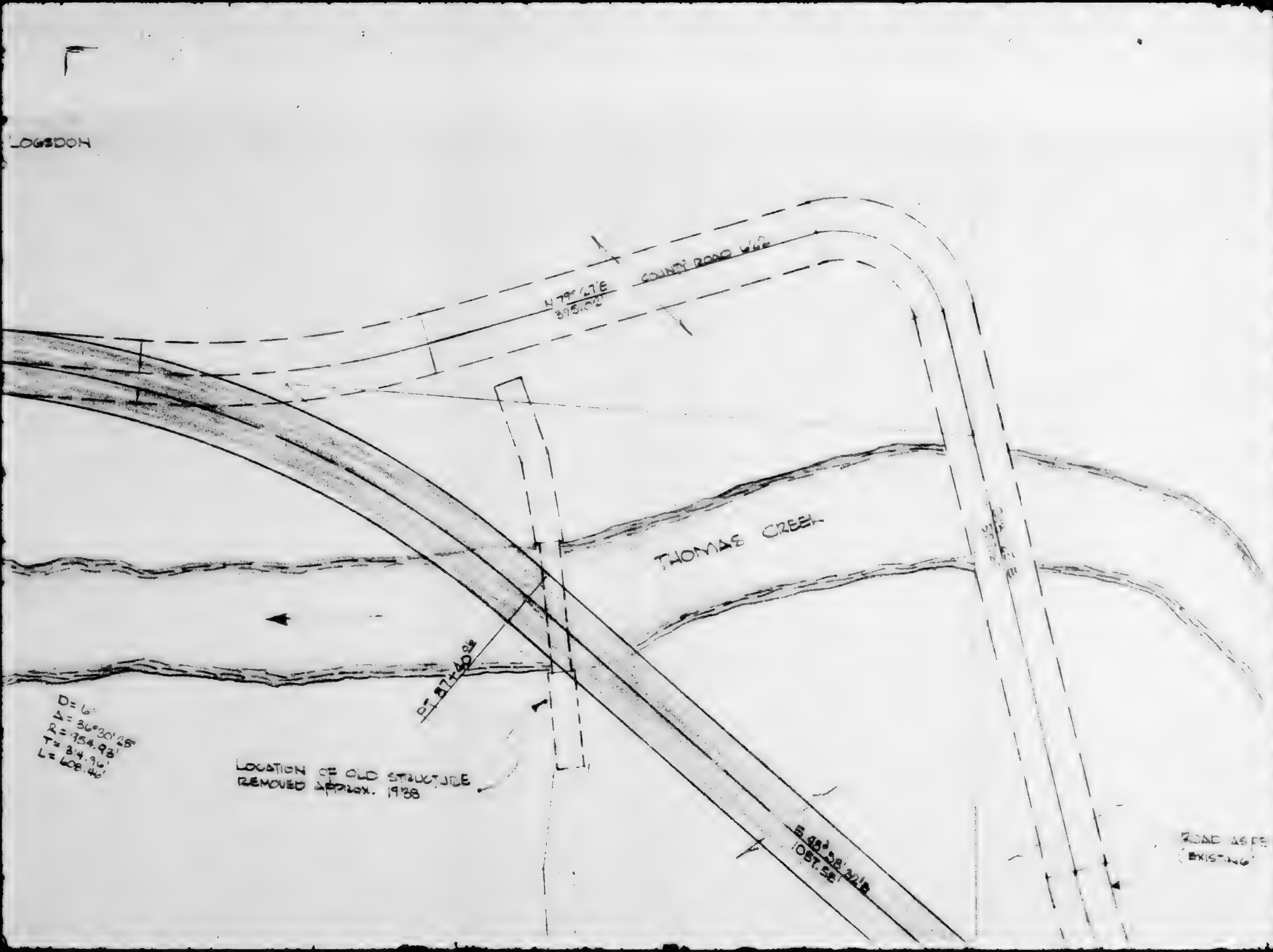
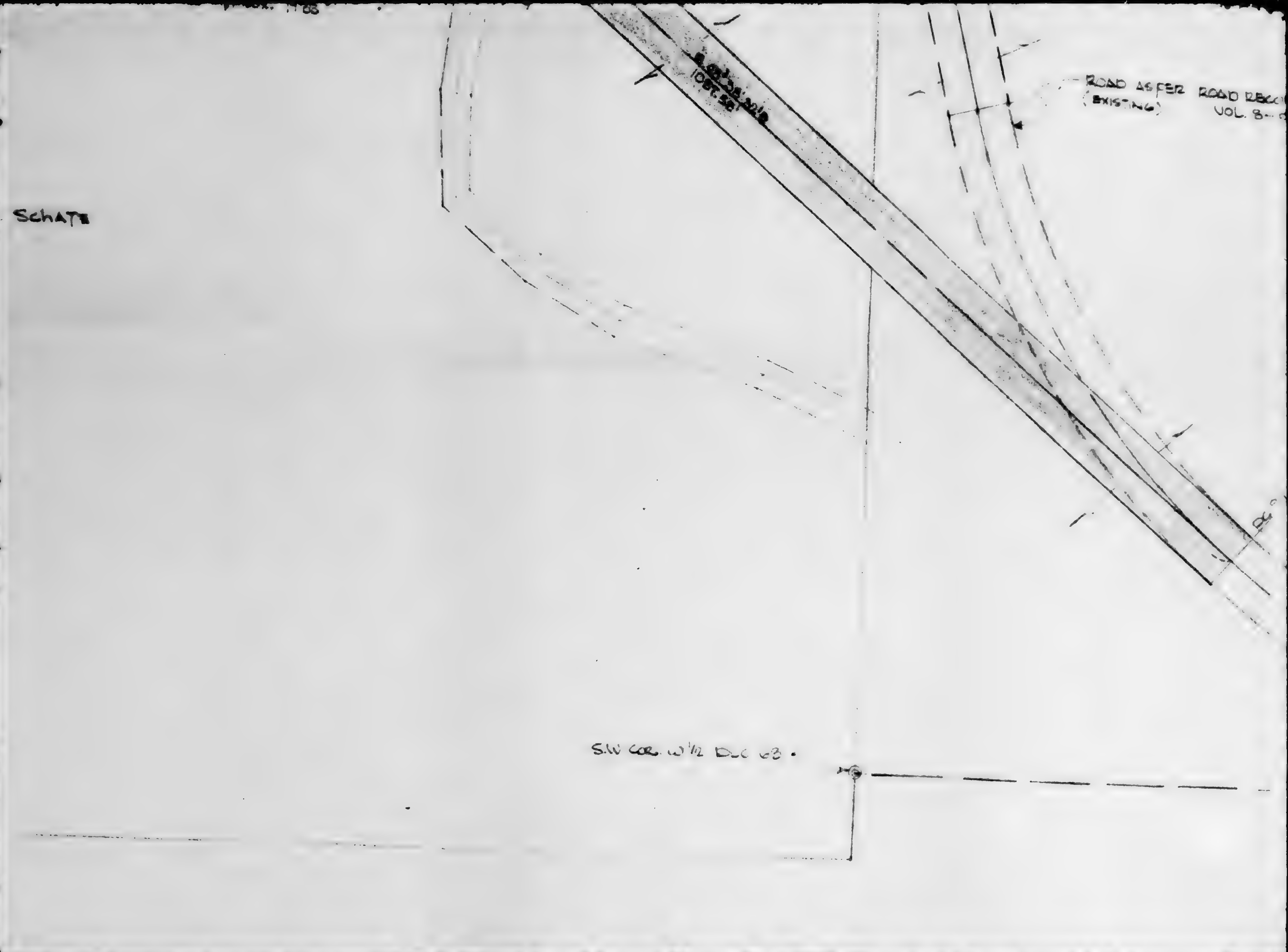
S 85° 59 E
1177.91'
PC 81+31 81
ALMA E. OLEN
(T.E. & V.C. BARTON AGT.)
C.1196 MF 105-42
HELEN C. LOGSDON
311-683
D=6
Δ=56°3
R=754.9
T=384.26
L=608.4
N


LOGSDON
N 79°47'E
375.00'
COUNTY ROAD 462
THOMAS CREEK
PT 87+40.26
D= 6°
Δ= 36°30'28"
R= 954.93'
T= 314.96'
L= 608.46'
LOCATION OF OLD STRUCTURE
REMOVED APPROX. 1938
S 48°58'30"E
1081.58'
ROAD AS PE
EXISTING

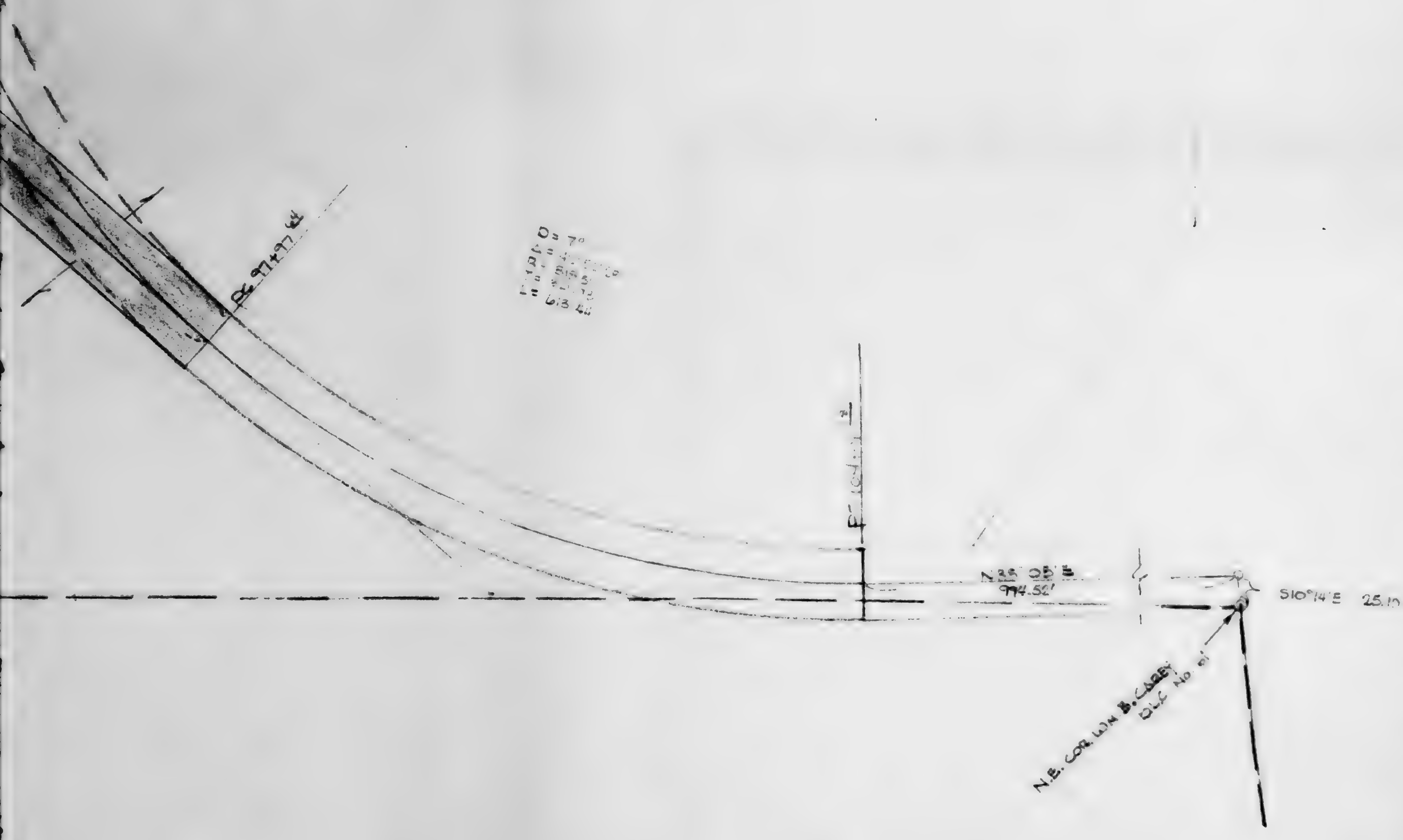
AS PER ROAD RECORDS
ING) VOL. 8- PAGE 586
MYRTLE ELLIS ET AL
331-33

ANDREW J.
225-516


SCHATZ
S 43°38'30"E
1087.58'
ROAD AS PER ROAD REC
(EXISTING)
VOL. 8
S.W. COR. W 1/2 D.L.C. 63.

VOL. 8 - PAGE 586

MYRTLE ELLIS ET AL
331-35


D = 7°
Δ = [illegible]
R = 819.5[illegible]
T = [illegible]
L = 613.4[illegible]
PC 97+97.4[illegible]
E. 104+[illegible]
N35°05'E
994.52'
S10°14'E 25.10'
N.E. COR. WM. B. CAREY
DLC No. 51

RECEIVED
COUNTY & CITY SECTION
AUG 5 - 1975
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LINN COUNTY ENGINEER

WEDDLE BRIDGE
COUNTY ROAD # 622

DRAWN BY: BOS	SCALE: 1" = 100'	DATE: 7-30-75
		FILE: 600-799
SHEET 1 OF 1	DRAWING NO 7-75-3	REV.

(FAS 763)

Form E-136-B—5M—4-63 State Printing 48003

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES

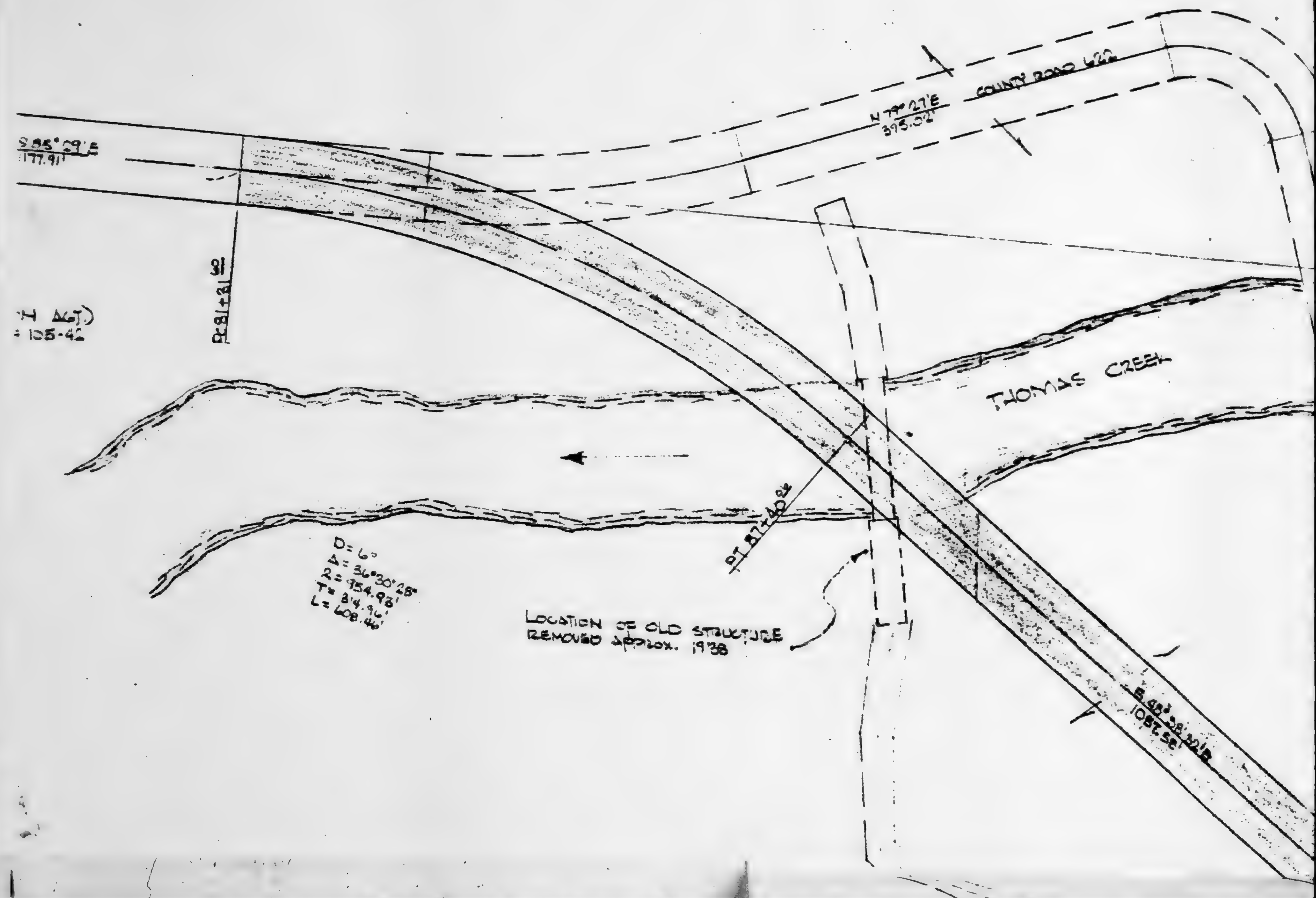
Sheet .... of ....

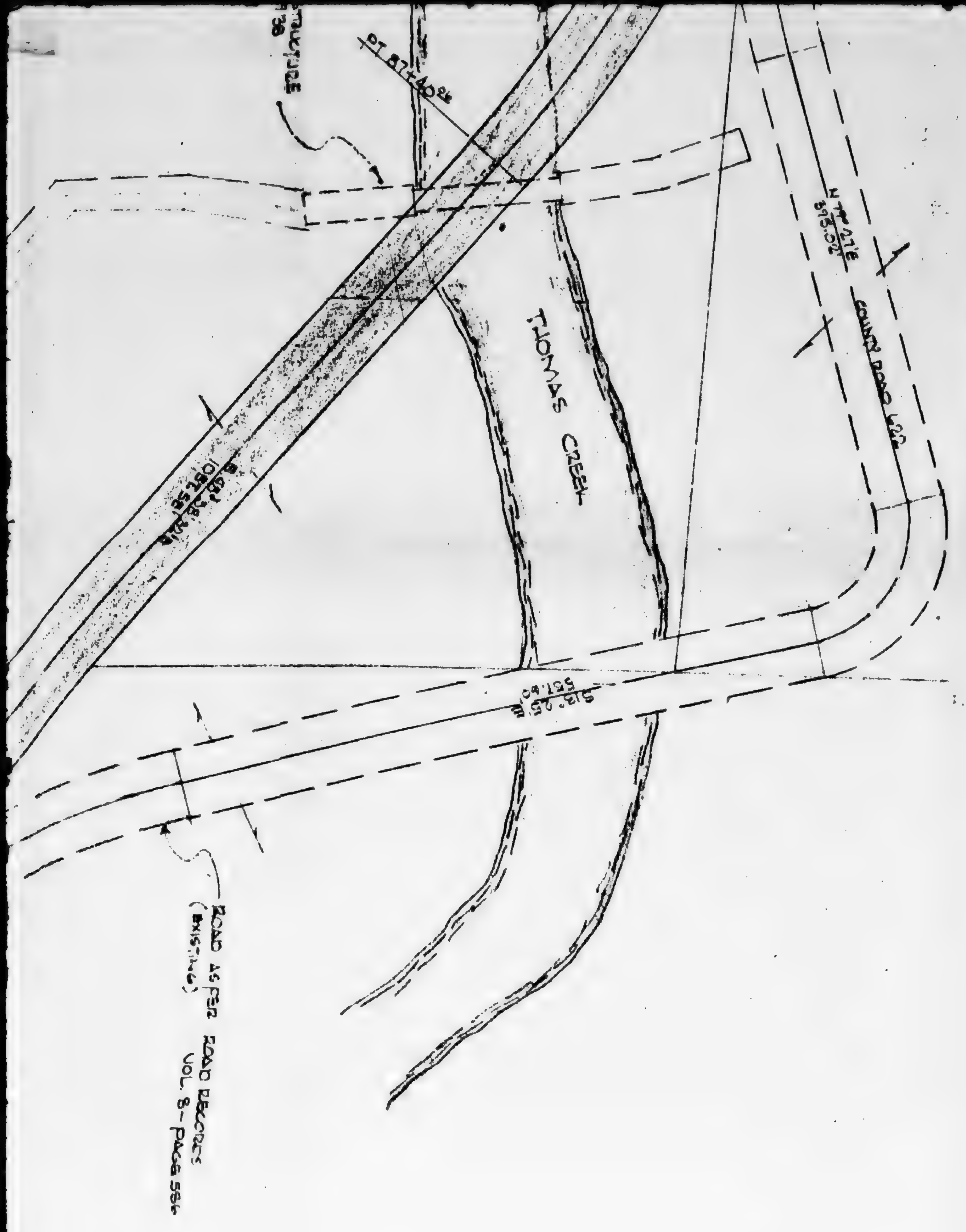
Bridge over Log of 763 [illegible] 622) Road and mile No. .... County Linn

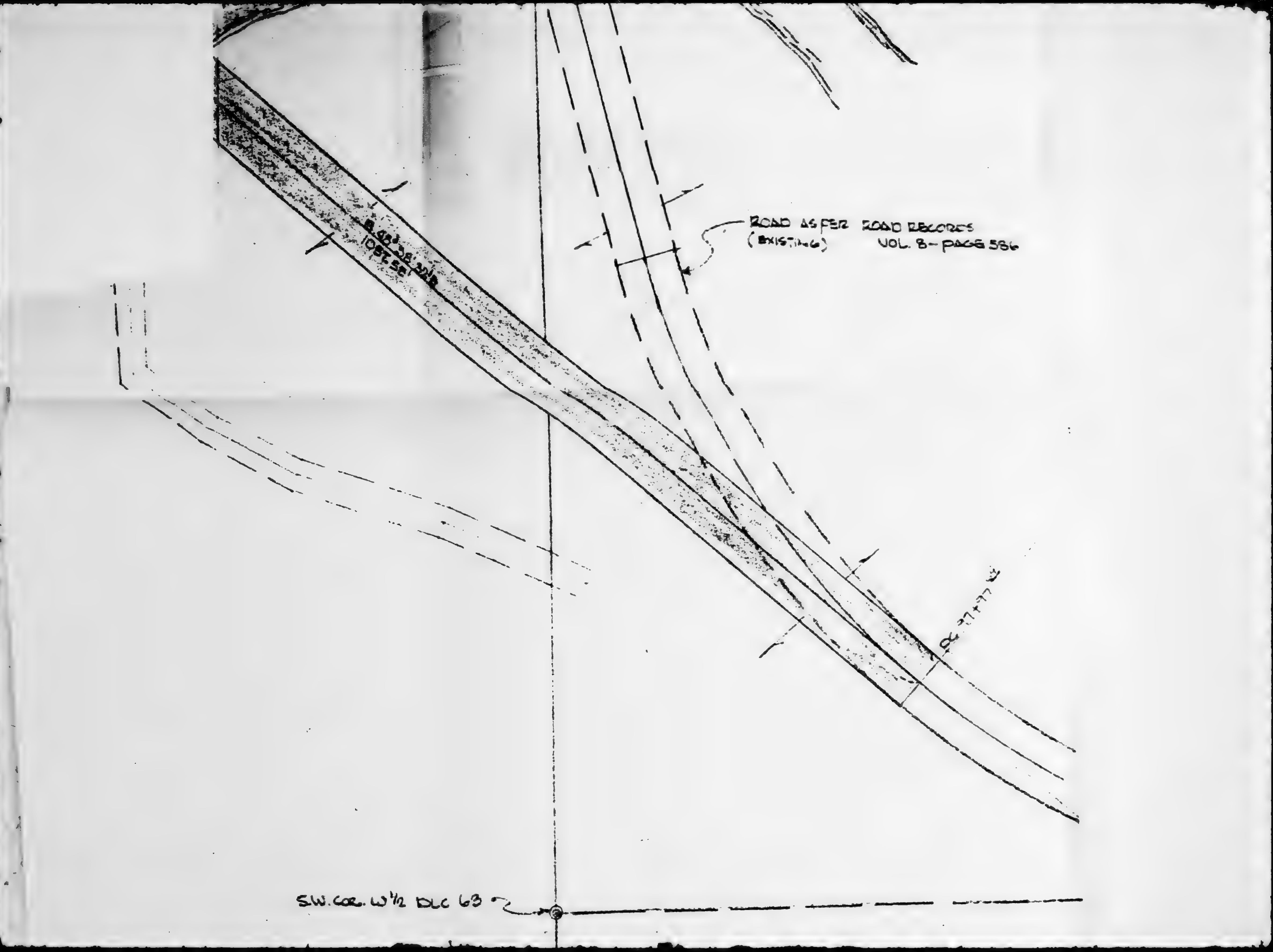
Inspected by CS & AM Date 5/11/62 Bridge No. ....

	0.00	S. End, Jct FAS 220, 1 mi W. of Crabtree.		
	0.31	Road Rt.		
	0.67	Drain 12801	H-18	2-21' Creo. T.B. spans on conc abuts. 4x12 & 2x6 deck. 10-8x16 strs. 3/4" oil mat w.s. HC 21'-6" DS 7' 1960
	1.28	Slough 12804	H-18	1-21' T.B. span on conc. abuts. 4x12 & 2x6 deck. 10-8x16 strs. 1" oil mac. w.s. HC 21'-6" DS 6' 1959
7-A				
~~513~~	1.56	Road Rt.		
	1.99	Road Lt.		
	2.34	Community Club House		
	2.50	Crabtree Creek 12803	H-15	1-40', 1-52', 1-40' RCDG spans. HC 24'-0" DS 23' 1953
	2.60	Curve Lt.		
	2.79	Curve Rt.		
	2.90	Road Ahead. Turn [illegible]		
	3.34	Curve Rt		
	3.[illegible]	Crack[illegible] Lane Lt.		
	4.35	Drain		2-24"+1-18" RC Pipes.
~~734~~	4.42	Thomas Creek 12935 Weddle Bridge	H-8 O-18	1-17', 2-19' P.T., 1-120 Tim Thru truss, 1-19' P.T. spans 4x12 & 2x2 dk. 1½" oil mac. w.s. 8-6x16 strs. on appr. spans. 8-6x14 strs on truss. DS 22' HC 17'-2" 1937
622				
	4.80	Road Ahead Turn Rt.		
~~433~~	5.30	School [illegible]		
	6.00	N. End Jct FAS 226, 5½ mi. W. of Scio.		

HELEN D. LOGSDON
311-633


S 85° 29' E
177.91'
'H ΔGT.)
= 105-42
PC 81+31.91
N 79° 27' E
395.02'
COUNTY ROAD 622
THOMAS CREEK
D= 6°
Δ= 36°30'28"
R= 954.93'
T= 314.96'
L= 608.46'
PT 87+40.24
LOCATION OF OLD STRUCTURE
REMOVED APPROX. 1938
S 48° 38' 32" E
1087.56'


STRUCTURE 38
PT 87+40.25
N 77°27'E
395.02
COUNTY ROAD 623
THOMAS CREEK
S 49°38'30"E
1087.56
S 13°25'E
551.80
ROAD AS PER ROAD RECORDS
(EXISTING)
VOL. 8 - PAGE 586


S 88°38'32"E
1087.58'
ROAD AS PER ROAD RECORDS
(EXISTING) VOL. 8-PAGE 586
PC 27+77
S.W. COR. W½ DLC 63

1980 Eightmile Creek Bridge Sec. 9091
of Ione/Gooseberry Rd. (Structure)

C&A 7021

5-16-79

Willow Cr. [illegible] #112
9-13-79 [illegible]
from Ted Thompson.

PE Prod. 535-1967 [illegible] #9091
1967 (Willow)

AA 63[illegible]

[illegible] PE [illegible]

[illegible] construction advance deposit

[illegible]

#9091

7-91

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	136221
DATE	1-27-1983
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 0681
CODE	MORROWC

- MORROW COUNTY
- COURTHOUSE
- HEPPNER OR 97836

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			218.54
525-1067	296	00	000		218.54
525-1067	297	00	000		(218.54)

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON RS-B560 (2), EIGHTMILE CREEK BRIDGE SECTION	
TOTAL PROJECT COST	82,261.90
LESS: FEDERAL FUNDS	(72,203.86)
LESS: STATE SHARE OF PROJECT COST	(5,039.50)
LESS: COUNTY ADVANCE DEPOSIT	(4,800.00)
AMOUNT DUE FROM MORROW CO	218.54

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT
HAROLD REYNOLDSON 1-800-452-7813 EX 86011
DIANE GALIDO 1-800-452-7813 EX 85035

110.00

↑ FOLD

34-1150 (7-81)

RECEIVED
OCT 25 1982
ACCOUNTING

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/22/82

COUNTY: MORROW AGREEMENT NO: 7021 PROJECT NO: FAS B560

CONTRACT NO: 9091 SECTION: Eightmile Creek (Ion/Gooseberry Rd.) Bridge

DATE COMPLETED: 7-24-81

P.E.		$11,744.94
Less Free Bridge Design		3,388.35
(FEDERAL PARTICIPATION)		$ 8,356.59
P.E. (Non Participation)		$ 251.74
Federal Funds Collected	$7,368.84	
Construction:		
Payment to Contractor		$62,673.60
Engineering		7,463.81
		$70,137.41
Payment to Contractor (Non Participation)		$ 35.66
Engineering		92.15
		$ 127.81
Federal Funds Collected for Construction	$61,847.17	

County share of Project Costs are as follows:

1/2 ($8,356.59 - $7,368.84 + $70,137.41 - $61,847.17) + $251.74 + $127.81 = $5,018.54

REFERENCE: Billing Form CC 81-72

PS- B560(2)

RECEIVED
OCT 22 1982
HIGHWAY ACCOUNTING

NOTED
F. R. GRIFFIN

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
11-18-82		☐ PARTIAL ☒ FINAL		CA 681

BILL TO:

Morrow County
Courthouse
Heppner, Oregon 97836

CODE

CREDIT DISTRIBUTION

325.00	218.54
525-1067-296-00-000	218.54
525-1067-297-00-000	<218.54>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on RS-B560(2), Eightmile Creek Bridge Section	
Total Project Cost	#82,261.90
Less: Federal Funds	-72,203.86
Less: State Share of Project Cost	-5039.50
Less: County Advance Deposit	-4,800.00
Amount Due From Morrow Co	218.54

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Harold Reynoldson PH: 1-800-452-7813 Ex 86011 FOR CORRECTNESS OF CHARGES
OR Diane Galda PH: 1-800-452-7813 6485035 PREPARER OF INVOICE

MORROW 002604

Advance Deposit Amount	$ 4800.00
Advance Deposit Previously Transferred to Highway Fund	$ 3,600.00
Balance	$ 1,200.00
Transfer to Highway Fund	$ 1,200.00
Refund Due	$ -0-

AMOUNT DUE $ 218.54

SUBMITTED BY
Diane Galda

APPROVED BY

526-1967
525-1067

MEMORANDUM 9091

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

2-23-82

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER NO. RS-580(2) Post Final From: To:
FINANCIAL DATA 4/12/79	3/25/81

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$11,996.68	$11,744.94	88.18%	$10,356.69	$10,356.69	$ 0.00
70,265.22	70,137.41	88.18%	61,847.17	61,847.17	0.00
82,261.90	$81,882.35	88.18%	$72,203.36	$72,203.86	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		2/22/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJ AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Eightmile Creek Bridge Section Co. Rd. in Morrow County					
	Preliminary Engineering Type Code P.E. State	All Required			$11,744.94	
	Construction Type Code X080 Structure, Br. #10903 (Sta. 1+26 To Sta. 2+50) Final Contract Payment Summary	Lump Sum			62,673.60	
	Construction Engineering State	All Required			7,463.81	
	Total Participating Cost				$81,882.35	
	Nonparticipating Cost					
	Preliminary Engineering (State)	All Required			$ 251.74	
	Interest on Final Payments	All Required			35.66	
	Construction Engineering	All Required			92.15	
	Total Nonparticipating Cost				$ 379.55	
	Total Project Cost				$82,261.90	
	Prepared based on Participating Costs as shown on Federal Billing as of 3/4/82.					
	AMOUNT CARRIED FORWARD					

TOTAL TO DATE JOB COST SUMMARY AUGUST 1982 P. [illegible]

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	OD	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	524	1068	200	01 P 1	23,820.[illegible]	46,[illegible]	2[illegible]	
	524	1068	[illegible]	00 [illegible]	[illegible]	6,757.[illegible]	[illegible]	
	524	1068	[illegible]	00 N [illegible]	[illegible]	3,6[illegible]	[illegible]	
	524	1068	[illegible]	00 N 9	[illegible]	[illegible],065.54	[illegible]	
	524	1068	[illegible]	00 P 1			[illegible]	
	524	1068	[illegible]	00 N 1			[illegible]	
	524	1068	[illegible]	00 P 1			[illegible]	
	524	1068	900	00 P 1			[illegible]	
	524	1068	913	00 N 1	7.37	7.37	[illegible]	
	524	1068	[illegible]	00 P 1	526.[illegible]	98[illegible].[illegible]5	2[illegible]	
	524	1068	941	00 P 1		151.4[illegible]	1[illegible]	
	524	1068	942	00 P 1			[illegible]	
	524	1068	[illegible]	00 P 1			[illegible]	
	524	1068	945	00 P 1	394.[illegible]	58[illegible].1[illegible]	2[illegible]	
	524	1068	946	00 P 1		1[illegible].3[illegible]	[illegible]	
	524	1068	948	00 P 1			[illegible]	
			TOT	P1	138,327.56	1[illegible]3,570.48	3[illegible]	
			TOT	N1	7.37	7.37	[illegible]	
			** JOB TOTALS **		138,334.93 **	1[illegible]3,577.85 **	19[illegible] **	
EIGHTMILE CREEK BRIDGE CONT NO 9091 * FA PROJ NOS RS 560002 100								STATE
	525	1067	201	00 P 1			62,[illegible]	
	525	1067	206	00 N 1			16,[illegible]	
	525	1067	[illegible]	00 N 9			3[illegible]	
	525	1067	[illegible]	00 N 9			6[illegible]	
	525	1067	298	00 N 9			[illegible]	
	525	1067	900	00 P 1			[illegible]	
	525	1067	9[illegible]	00 P 1			[illegible]	
	525	1067	945	00 P 1			[illegible]	
	525	1067	9[illegible]	00 P 1			[illegible]	
	525	1067	948	00 N 1			[illegible]	
	525	1067	960	00 N 1			[illegible]	
			TOT	P1			70,[illegible]	
			TOT	N1			[illegible]	
			** JOB TOTALS **		**	**	70,285.22 **	
WILLOW CREEK BRIDGE CONT NO 9112 * FA PROJ NOS RS 560001 100								STATE
	525	1069	201	00 P 1			133,5[illegible]	
	525	1069	206	00 N 1		3,244.03CR	136,[illegible]CR	
	525	1069	296	00 N 9		3,244.03	[illegible]	
	525	1069	297	00 N 9			12[illegible]	
	525	1069	298	00 N 9			11,0[illegible]	
	525	1069	900	00 P 1			[illegible]	
	525	1069	900	00 N 1			95.25	
	525	1069	920	00 P 1			48.42	51
	525	1063	945	00 P 1			53.96	
	525	1069	948	00 P 1				

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                                              [illegible]
                                     TOT      NI
                                  ** JOB TOTALS **                  **               **    1[illegible] **

 EIGHTMILE CR BR & 560     CONT NO 0000 $ FA PROJ NOS RS  564002 100                                 STATE
                                 [illegible] [illegible] [illegible] [illegible] N 9                  1[illegible]
                                 [illegible] [illegible] [illegible] [illegible] N 9                  1[illegible]
                                 [illegible] [illegible] [illegible] [illegible] N 9
                                 [illegible] [illegible] [illegible]  00 P 1                          2.[illegible]
                                 [illegible] 1967      901            00 N 1                            [illegible] 74
                                 525   1967            906            00 P 1                         1,[illegible] 49


 TOTAL TO DATE JOB COST SUMMARY                                            AUGUST 1982        PA[illegible]

                                                                              FISCAL         GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE    TO [illegible]
                                 525   1967    [illegible]    00 P 1                                 [illegible]
                                 [illegible]   910            [illegible] P 1
                                 [illegible]   [illegible]    [illegible] P 1
                                 [illegible]   [illegible]    [illegible] P 1
                                 [illegible]   [illegible]    [illegible] P 1
                                 525   [illegible]            [illegible] P 1                        1,6[illegible]
                                 [illegible]   [illegible]    [illegible] P 1
                                 [illegible]   [illegible]    [illegible] P 1                          [illegible]
                                 [illegible]   [illegible]    [illegible] P 1
                                 [illegible]   1967    [illegible]    00 P 1                         2,0[illegible]
                                 525   1967    [illegible]    [illegible] P 1
                                 525   1967    916            00 N 1                                   [illegible]
                                 525   1967    [illegible]    [illegible] P 1                        3,3[illegible]
                                 525   1967    [illegible]    00 P 1                                   [illegible]
                                               TOT            P1                                     11,7[illegible]
                                               TOT            N1                                       [illegible]
                                  ** JOB TOTALS **                  **               **    11,996 68 **

   JUNIPER CAN RD-LEX/ECHO HY   CONT NO      $ FA PROJ NOS RS  564002 100                            STATE
                                 525   1971    296            00 N 9                 52.             19 [illegible]
                                 525   1971    297            00 N 9                 [illegible]      1[illegible]
                                 525   1971    298            00 N 9                                 18,[illegible]
                                 525   1971    901            00 P 1                                  3[illegible]
                                 525   1971    906            00 P 1                                  7[illegible]
                                 525   1971    910            00 P 1                                  4,[illegible]
                                 525   1971    911            00 P 1                                    [illegible]
                                 525   1971    911            01 P 1                                    [illegible]
                                 525   1971    914            00 P 1
                                 525   1971    91[illegible]  00 P 1                                 1.[illegible]
                                 [illegible]   [illegible]    [illegible] P 1
```

[illegible] 1968

9071

4

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO: W. E. Schwartz, P.E.
Region 5 Engineer

DATE: December 31, 1981

FROM: D. E. Swan, P.E. DESwan
Operation Programming Engineer

SUBJECT: Job Charges on
Local Government Projects

Mr. Coulter's letter dated July 23, 1981 directed that we not charge training courses, office expenses and administration to local projects.

At this time we have the following FAS-C projects with training course charges:

Eightmile Creek (Ione/Gooseberry Road) Bridge Section
Morrow County, Project # RS-B560(1), Prefix 525-1067;

Hermiston Highway-Umatilla/Stanfield Highway Section
Umatilla County, Project # RS-B570(1), Prefix 530-1047.

Would you please have these charges transferred out of these projects. We will have to hold the final billing until this is done.

HR:pf

cc: Jan Peterson, Accounting
H. S. Coulter
C. T. Keasey

RECEIVED
STATE HWY ENGR
JAN 4 '82
REFER TO
FOR
Info Inves R/D Act File

```
                                        TOT      P1          1 093 15         [illegible]
                                        TOT      N1
                                     ** JOB TOTALS **        1.093 15  **     5.984 37  **     [illegible]  **

WILLOW CR BR B 560           CONT NO 0000 * FA PROJ NOS PS  560001 100                  36.52          1[illegible] 144 [illegible]
                                525    1966       296       00 N 9                      36.52CR       12 144 9[illegible]
                                525    1966       298       00 N 9                      50 00CR        [illegible] 804 3[illegible]
                                525    1966       901       00 P 1                                          16.50
                                525    1966       901       00 N 1                                     [illegible]
                                525    1966       905       00 P 1                                     [illegible]
                                525    1966       906       00 P 1                                          64.15
                                525    1966       907       00 P 1                                         108 96
                                525    1966       910       00 P 1                                     [illegible]
                                525    1966       911       00 P 1                                     [illegible]
                                525    1966       913       00 P 1                                     [illegible]
                                525    1966       918       00 P 1                                     [illegible]
                                525    1966       920       00 P 1                                     [illegible]
                                525    1966       921       00 P 1                      [illegible] 96CR  [illegible]
                                525    1966       922       00 P 1                                     [illegible]
                                525    1966       923       00 P 1                                         150.94
                                525    1966       926       00 P 1                                     [illegible] 644 5[illegible]
                                525    1966       927       00 P 1                      53 96CR        [illegible]
                                          TOT       P1                                                 [illegible] 16 5[illegible]
                                          TOT       N1                                  53 96CR**      [illegible]  **
                                       ** JOB TOTALS **                       **

EIGHTMILE CR BR B 560        CONT NO 0000 * FA PROJ NOS PS  560002 100                  169 22         [illegible]
                                525    1967       296       00 N 9



                                                                                NOVEMBER 1981        PAGE [illegible]
TOTAL TO DATE JOB COST SUMMARY
                                                                                   FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX       FUNCTION   GP   CURRENT MONTH    YEAR TO DATE           TO DATE
                                                                                                         480 0[illegible]
                                525    1967       297       00 N 9                  169 22CR          1[illegible] 455 [illegible]
                                525    1967       298       00 N 9                                   [illegible]
                                525    1967       901       00 P 1                                        241.7[illegible]
                                525    1967       901       00 N 1                                     1.394 4[illegible]
                                525    1967       905       00 P 1                   30 20CR              129 34CR
                                525    1967       906       00 P 1                                      [illegible] 64
                                525    1967       910       00 P 1                                         82 1[illegible]
                                525    1967       911       00 P 1                                         25 0[illegible]
                                525    1967       913       00 P 1                                          2.10
                                525    1967       914       00 P 1                    4.12CR           1.624 08
                                525    1967       918       00 P 1                                         6[illegible] [illegible]4
                                525    1967       920       00 P 1                  168.52CR              362 14
                                525    1967       921       00 P 1                                         47 86
                                525    1967       922       00 P 1                                         25.54
                                525    1967       923       00 P 1                                      2,046.79
                                525    1967       926       00 P 1                                         10 0[illegible]
                                525    1967       926       00 N 1                                     [illegible]
                                525    1967       927       00 P 1                                     [illegible]
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                    5[illegible]  1067     948      00 N 1
                    525   1067     960      00 N 1
                                   TOT      P1                                   786.10          68,88[illegible]
                                   TOT      N1                                    13.50             12[illegible].81
                                ** JOB TOTALS **              **                 799.60   **     69,010.5[illegible]  **

                                                                                                          STATE
WILLOW CREEK BRIDGE     CONT NO 9112 * FA PROJ NOS RS  560001 100                               [illegible]525.80    80
                    525   1069     201      00 P 1                                                  20.6[illegible]
                    525   1069     206      00 N 1                               480.08CR       12[illegible],681.78CR
                    525   1069     296      00 N 9                               480.08         12[illegible],681.78
                    525   1069     298      00 N 9                                               11,07[illegible]
                    525   1069     900      00 P 1                                                 251.[illegible]
                    525   1069     900      00 N 1                                                  95.[illegible]
                    525   1069     920      00 P 1                                                  48.4[illegible]
                    525   1069     945      00 P 1                                53.96             [illegible]
                    525   1069     948      00 P 1                                40.48             40.4[illegible]
                    525   1069     948      00 N 1


TOTAL TO DATE JOB COST SUMMARY                                          NOVEMBER 1981         PAGE  253

                                                                            FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO DATE          [illegible]
                                    525   1069     960      00 N                                          110.63        80      81
                                                   TOT      P1                           53.96        144,796.76
                                                   TOT      N1                           40.48            423.50
                                                ** JOB TOTALS **                         94.44   **   145,220.26   **

                                                                                                                  STATE
  & 112TH AVE-NE 148TH AVE    CONT NO 9355   FA PROJ NOS RS  662001 100
                           526   1042     201      00 P 1    422,897.94        422,897.94        422,897.94        81      81
                           526   1042     204      00 P 1     21,144.90CR       21,144.90CR       21,144.90CR
                           526   1042     296      00 N 9    356,666.04CR      359,231.51CR      359,231.51CR
                           526   1042     297      00 N 9                        2,490.00          2,490.00
                           526   1042     298      00 N 9    356,666.04        356,741.51        356,741.51
                           526   1042     900      00 P 1        547.46          1,111.30          1,111.30
                           526   1042     920      00 P 1                           52.76             52.[illegible]
                           526   1042     940      00 P 1      1,484.26          1,484.26          1,484.[illegible]
                           526   1042     941      00 P 1        202.04            240.72            240.[illegible]
                           526   1042     944      00 P 1          5.06              5.06              5.06
                           526   1042     945      00 P 1         49.36             62.89             6[illegible]
                           526   1042     985      00 P 1                           85.59             85.59
                                          TOT      P1        404,041.2[illegible]       404,795.62        [illegible]
                                       ** JOB TOTALS **      404,041.2[illegible]  **   404,795.6[illegible]        [illegible]

                                                                                                                  [illegible]
  ASH CR BR (CLOW COR RD)     CONT NO 9023 * FA PROJ NOS RS  557001 100                          [illegible]      79      81
                           527   1092     201      00 P 1                                                                80
                           527   1092     208      00 N 1
                           527   1092     296      00 N 9
                           [illegible]
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9/ 71

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-10-81

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-[illegible](2)
PROGRAM APPROVED	VOUCHER PERIOD From: 4/12/79 To: 3/25/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,109.18	$11,857.44	88.18%	$10,455.89	$10,455.89	$ 0.00
68,997.07	68,882.76	88.18%	60,740.82	60,740.82	0.00
$81,106.25	$80,740.20	88.18%	$71,196.71	$71,196.71	$ 0.00

	DATE	
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		9/10/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Eightmile Creek Bridge Section **Co. Rd. in Morrow County**					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$11,857.44	
	Construction Type Code X080 Structure, Br. #10903 (Sta. 1+25 To Sta. 2+50)					
	Final Contract Payment Summary	Lump Sum			62,673.60	
	Construction Engineering					
	State	All Required			6,209.16	
	Total Participating Cost				$80,740.20	
	Nonparticipating Cost					
	Preliminary Engineering (State)	All Required			$ 251.74	
	Interest on Final Payments	All Required			35.66	
	Construction Engineering	All Required			78.65	
	Total Nonparticipating Cost				$ 366.05	
	Total Project Cost				$81,106.25	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/17/81.					
	AMOUNT CARRIED FORWARD					

```
         525   1966      927       00 P 1                                         53.96CR     [illegible]
                         TOT       P1                                                              [illegible]
                         TOT       N1                                                         
                       ** JOB TOTALS **                               **           53.96CR**   1[illegible],789 [illegible]

EIGHTMILE CR BR 8 560        CONT NO 0000 * FA PROJ NOS RS  560002 100
                         525   1967      296       00 N 9                        169.22      10,935.89CR
                         525   1967      297       00 N 9                                        480.00
                         525   1967      298       00 N 9                        169.22CR    10,455.89
                         525   1967      901       00 P 1                                      2,735.74
                         525   1967      901       00 N 1                                        241.74
                         525   1967      905       00 P 1                                      1,394.49
                         525   1967      906       00 P 1                         30.20CR        129.34CR
                         525   1967      910       00 P 1                                         72.64
                         525   1967      911       00 P 1                                         82.12
                         525   1967      913       00 P 1                                         [illegible]
                         525   1967      914       00 P 1                                         [illegible]
                         525   1967      918       00 P 1                         [illegible]    [illegible]24.08
                         525   1967      920       00 P 1                                         [illegible]


TOTAL TO DATE JOB COST SUMMARY                                        DECEMBER 1981         PAGE  650

                                                                                  FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                         525   1967      921       00 P 1                        [illegible]       [illegible]
                         525   1967      922       00 P 1                                          [illegible]
                         525   1967      923       00 P 1                                          [illegible]
                         525   1967      926       00 P 1                                         [illegible]046.79
                         525   1967      926       00 N 1                                             10.00
                         525   1967      927       00 P 1                                          1,358.35
                         525   1967      950       00 P 1                                            112.56
                                         TOT       P1                            202.84CR         11,857.44
                                         TOT       N1                                                251.74
                                       ** JOB TOTALS **               **         202.84CR**       12,109.18   **

                                                                                                             STATE
  JUNIPER CAN RD-LEX/ECHO HY   CONT NO     FA PROJ NOS RS  564002 100            7,725.13CR       12,340.00CR
                         525   1971      296       00 N 9                        7,725.13         12,340.00
                         525   1971      298       00 N 9                          299.91          3,957.09
                         525   1971      901       00 P 1            498.35      7,856.86          7,856.86
                         525   1971      905       00 P 1            178.57      1,021.77          2,440.96
                         525   1971      910       00 P 1                                             88.23
                         525   1971      911       00 P 1                          131.22            131.22
                         525   1971      911       01 P 1                          809.16            809.16
                         525   1971      914       0C                            1,656.09          1,618.49
                         525   1971      918       00 P 1                          156.42            171.65
                         525   1971      920       00 P 1            156.42        818.79            818.79
                         525   1971      921       [illegible] P 1   533.52        [illegible].32    [illegible]
                         525   1971      923       [illegible] P 1                                   [illegible]47
                                         TOT       [illegible]     1,766.86     12,[illegible]
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EIGHTMILE CREEK BRIDGE    CONT NO 9091 * FA PROJ NOS RS  560002 1[illegible]
                             525   1067    201      00 P 1                                        [illegible]         [illegible]    [illegible]   80
                             525   1067    206      00 N 1                                        [illegible]         [illegible]    80   80
                             525   1067    260      00 P 1                                                                  [illegible]   81
                             525   1067    296      00 N 9                       [illegible].532 18[illegible]   [illegible]       80   81
                             525   1067    297      00 N 9                             583.26           [illegible] 400.89    80   81
                             525   1067    298      00 N 9                             948.92         [illegible] 740.[illegible]   80   81




TOTAL TO DATE JOB COST SUMMARY                                               DECEMBER 1981         PAGE  262

                                                                                 FISCAL            GRAND TOTAL      ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GR  CURRENT MON   YEAR TO DATE         TO DATE          BEG    END
                             525   1067     900      00 P 1                                         [illegible]41.61    80     81
                             525   [illegible]7     9[illegible]      00 P 1                                              52.61    80     80
                             525   [illegible]      94[illegible]      00 P 1                                              12.10    81     81
                             525   1[illegible]      948      00 P 1                       202.84                202.84    81     81
                             525   106[illegible]      [illegible]8      00 N 1                        13.[illegible]                 13.50    [illegible]     81
                             525   1067     9[illegible]      00 N 1                                               78.65    [illegible]     [illegible]
                                            TOT      P1                          [illegible]         [illegible] 882.76
                                            TOT      N1                          [illegible]              [illegible]
                                       ** JOB TOTALS **                     **   [illegible]  **     [illegible]  **

                                                                                                                   STATE
    WILLOW CREEK BRIDGE       CONT NO 9112 * FA PROJ NOS RS  560001 100                         133,525.80         80     81
                             525   1069     201      00 P 1                                            20.67         81     81
                             525   1069     206      00 N 1                        [illegible]       127,681.78CR       80     81
                             525   1069     296      00 N 9                        [illegible]        127,681.78         80     81
                             525   1069     298      00 N 9                                        11,073.33         80     81
                             525   1069     900      00 P 1                                           251.72         80     80
                             525   1069     900      00 N 1                                            95.25         80     80
                             525   1069     920      00 P 1                                            48.42         81     81
                             525   1069     945      00 P 1                            53.96              53.96         81     81
                             525   1069     948      00 P 1                            40.48              40.48         81     81
                             525   1069     948      00 N 1                                           110.63         80     81
                             525   1069     960      00 N 1                            53.96         144,796.76
                                            TOT      P1                                40.48             423.50
                                            TOT      N1                       **       94.44  **     145,220.26  **
                                       ** JOB TOTALS **

                                                                                                                   STATE
NE 112TH AVE-NE 148TH AVE      CONT NO 9355    FA PROJ NOS RS  662001 100                  422,897.94      422,897.94    81     81
                             52[illegible]   1042     201      00 P 1                                  1,144.90CR      [illegible]1,144.90CR    81     81
                             52[illegible]   1042     206      00 P 1        [illegible]626.11CR       381,857.62CR    381,857.62CR    [illegible]     [illegible]
                             526   1042     296      00 N 9         22,410.00          24,900.00      24,900.00    [illegible]     82
                             526   1042     297      00 N 9            216.11         356,957.62      356,957.62    81     82
                             526   1042     298      00 N 9            219.20           1,330.50       1,3[illegible]0.50    [illegible]     82
                             526   1042     900      00 P 1                               52.76          52.76    [illegible]     [illegible]
                             526   1042     920      00 P 1             10.03              [illegible]
                             5[illegible]   10[illegible]     [illegible]      00 P 1
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TOTAL TO DATE JOB COST SUMMARY                                        [illegible]BER 19[illegible]     [illegible]

                                                                            [illegible]        [illegible] TO[illegible]      [illegible]  [illegible]
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT    [illegible] TO [illegible]     TO DATE       BEG   END
                                  525    1067    900      00 P 1                              [illegible]941.61   [illegible]  81
                                  525    1067    920      00 P 1                                   52.81   [illegible]  [illegible]
                                  525    1067    945      00 P 1                                   12.10
                                  525    1067    948      00 P 1                   202.84         202.84
                                  525    1067    948      00 N 1                    13.50          13.50
                                  525    1067    960      00 N 1                                   78.65
                                                 TOT         P1                    786.10      68,882.76
                                                 TOT         N1                     13.50         127.81
                                              ** JOB TOTALS **           **        799.60  **  69,010.57  **

                                                                                                          STATE
   WILLOW CREEK BRIDGE            CONT NO 9112 * FA PROJ NOS RS  560001 100                   133,525.80    80    81
                                  525    1069    201      00 P 1                                   20.67    81    81
                                  525    1069    206      00 N 1                  480.08CR    127,681.78CR  80    81
                                  525    1069    296      00 N 9                  480.08      127,681.78    80    81
                                  525    1069    298      00 N 9                                  973.33    80    81
                                  525    1069    900      00 P 1                                  251.72    80    80
                                  525    1069    900      00 N 1                                   95.25    80    80
                                  525    1069    920      00 P 1                                   48.42    81    81
                                  525    1069    945      00 P 1
                                  525    1069    948      00 P 1
                                  525    1069    948      00 N 1
                                  525    1069    960      00 N 1
                                                 TOT         P1
                                                 TOT         N1
                                              ** JOB TOTALS **

   NE 112TH AVE-NE 148TH AVE      CONT NO 9355   FA PROJ NOS RS  662001 100
                                  526    1042    201      00 P 1               [illegible]89[illegible]
                                  526    1042    204      00 P 1                21,144.50CR
                                  526    1042    296      00 N 9   22,626.11CR 381,857.62CR [illegible]857.62CR
                                  526    1042    297      00 N 9   22,410.00    24,900.00      24,900.00
                                  526    1042    298      00 N 9      216.11   356,957.62     356,957.62    81    82
                                  526    1042    900      00 P 1      219.20     1,330.50       1,330.50
                                  526    1042    920      00 P 1                    52.76          52.76    81    81
                                  526    1042    928      00 P 1       10.03        10.03          10.03    82    82
                                  526    1042    940      00 P 1                 1,484.26       1,484.26    81    81
                                  526    1042    941      00 P 1                   240.72         240.72    81    81
                                  526    1042    944      00 P 1                     5.06           5.06    81    81
                                  526    1042    945      00 P 1                    62.89          62.89
                                  526    1042    985      00 P 1                    85.59          85.59
                                                 TOT         P1       229.23   405,024.85     405,024.85
                                              ** JOB TOTALS **        229.23 ** 405,024.85 ** 405,024.85 **

   ASH CR BR (CLOW COR RD)        CONT NO 9023 * FA PROJ NOS RS  557001 100
                                  527    1092    201      00 P 1
                                  527    1092    208      00 N 1
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                                                                                   [illegible]EMBER 19[illegible]       PAGE [illegible]
TOTAL TO DATE JOB COST SUMMARY
                                                                                       FISCAL               GRAND TOTAL     [illegible]  [illegible]
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT [illegible]   [illegible]           TO DATE         PLD          ENG
                                  525   1067    900     00 P 1                                           [illegible]
                                  525   1067    920     00 P 1
                                  525   1067    945     00 P 1
                                  525   1067    948     00 P 1                          [illegible].84           202.84
                                  525   1067    948     00 N 1                           13.50               13.50
                                  525   1067    960     00 N 1                                                8.65
                                                TOT       P1                            786.10           [illegible]982.76
                                                TOT       N1                             13.50              107.81
                                             ** JOB TOTALS **              **           799.60  **       [illegible]    **

                                                                                                                     STATE
  WILLOW CREEK BRIDGE           CONT NO 9112 * FA PROJ NOS RS  560001 100
                                  525   1069    201     00 P 1                                       [illegible]525.80     80
                                  525   1069    206     00 N 1                                          [illegible].67     81
                                  525   1069    296     00 N 9                      [illegible]80.[illegible]  [illegible]
                                  525   1069    298     00 N 9                                          681.78            30
                                  525   1069    900     00 P 1                                           73.33
                                  525   1069    900     00 N 1                                          251.72
                                  525   1069    920     00 P 1                                           95.25            30
                                  525   1069    945     00 P 1
                                  525   1069    948     00 P 1
                                  525   1069    948     00 N 1                         [illegible]        40.48
                                  525   1069    960     00 N 1                                      [illegible]0.6[illegible]
                                                TOT       P1                           [illegible]       [illegible]
                                                TOT       N1                           [illegible]
                                             ** JOB TOTALS **

  NE 112TH AVE-NE [illegible] AVE    CONT NO 9355   FA PROJ NOS RS  662001 [illegible]
                                  526   1042    201     00 P 1                     [illegible]89.9[illegible]
                                  526   1042    204     00 P 1                     [illegible]144.30[illegible]
                                  526   1042    296     00 N 9   [illegible]        81,857.62
                                  526   1042    297     00 N 9   [illegible]        24,900.00
                                  526   1042    298     00 N 9   216.[illegible]   156,957.62
                                  526   1042    900     00 P 1   219.[illegible]     1,330.50
                                  526   1042    920     00 P 1                          52.76
                                  526   1042    928     00 P 1   [illegible]            10.03              10.03
                                  526   1042    940     00 P 1                         484.26
                                  526   1042    941     00 P 1                         240.7[illegible]
                                  526   1042    944     00 P 1                           5.06
                                  526   1042    945     00 P 1                          62.89
                                  526   1042    985     00 P 1                          85.59
                                                TOT       P1     229.[illegible]    405,024.85
                                             ** JOB TOTALS **    [illegible]        [illegible]

  ASH CR BR [illegible]         CONT NO 9023 * FA PROJ NOS RS  55[illegible]
                                  52[illegible]  1092    201     00 P 1
                                  [illegible]   1092    298     00 N 1
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                                   525  1966   926    00 P 1                                                   76.62
                                   525  1966   926    00 P 1                                                2,150.94
                                   525  1966   927    00 P 1                                                2,644.62
                                               TOT    P1            53.96CR                 53.96CR        13,772.87
                                               TOT    N1                                                       16.50
                                            ** JOB TOTALS **        53.96CR**               53.96CR**      13,789.37  **

  EIGHTMILE CR BR B 560          CONT NO 0000 * FA PROJ NOS RS  560002 100                                                STATE
                                   525  1967   296    00 N 9       169.22                  169.22          10,935.89CR
                                   525  1967   297    00 N 9                                                  400.00
                                   525  1967   298    00 N 9       169.22CR                169.22CR        10,455.89
                                   525  1967   901    00 P 1                                                2,735.74
                                   525  1967   901    00 N 1                                                  241.74
                                   525  1967   905    00 P 1                                                1,394.49
                                   525  1967   905    00 P 1        30.20CR                 30.20CR           129.34CR
                                   525  1967   910    00 P 1                                                   72.64
                                   525  1967   911    00 P 1                                                   82.12
                                   525  1967   913    00 P 1                                                   25.03
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TOTAL TO DATE JOB COST SUMMARY                                          SEPTEMBER 1981         PAGE  550

                                                                              FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                   525  1967   914    00 P 1                                                    2.10
                                   525  1967   918    00 P 1         4.12CR                  4.12CR         1,624.03
                                   525  1967   920    00 P 1                                                   67.34
                                   525  1967   921    00 P 1       168.52CR                168.52CR           362.14
                                   525  1967   922    00 P 1                                                   47.86
                                   525  1967   923    00 P 1                                                   25.54
                                   525  1967   926    00 P 1                                                2,0[illegible]6.79
                                   525  1967   925    00 N 1                                                   10.00
                                   525  1967   927    00 P 1                                                3,[illegible].35
                                   525  1967   550    00 P 1                                                  112.55
                                               TOT    P1           202.84CR                202.84CR        11,[illegible].44
                                               TOT    N1                                                      251.74
                                            ** JOB TOTALS **       202.84CR**              202 84CR**      12,109.18  **

  JUNIPER CAN RD-LEX/ECHO HY     CONT NO        FA PROJ NOS RS  564002 100                                                STATE
                                   525  1971   296    00 N 9     1,151.29CR              2,599.59CR         7,214.85CR
                                   525  1971   298    00 N 9     1,151.29                2,599.99           7,214.85
                                   525  1971   901    00 P 1                                                3,657.18
                                   525  1971   905    00 P 1       632.15                3,352.76           3,352.76
                                   525  1971   910    00 P 1                               264.83           1,6[illegible]1.02
                                   525  1971   911    00 P 1                                                   83.23
                                   525  1971   911    01 P 1       131.22                  131.22             131.22
                                   525  1971   914    00 P 1       587.84                  587.84             587.84
```

8mile

9011

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

Files

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Hamilton Elect., Inc. No. 8887	Cornelius Signal Project Washington County	September 4, 1980
Sims Elect. of Medford, Inc. No. 9039	S. 6th St. @ Gettle St. & Madison St. (Klamath Falls) Klamath County	September 4, 1980
Stillwell Const. Co. No. 9015	Portland-Idaho State Line 10 Counties	September 4, 1980
R.J.Taggart Const. Co. No. 9151	Bachelor Rock Production Deschutes County	September 5, 1980
Columbia West Materials & Constructors No. 8972	N. Newman Ave.-N. Woolsey Ave., N.Greeley Ave.-N.Delaware Ave. & N.67th @ NE Hassalo St.(Port.) Multnomah County	September 5, 1980
L. W. Vail Co. No. 9034	E.Newport Ave.-Umatilla-Stanfield Hwy. (Hermiston) Umatilla County	September 8, 1980
Ross Bros.Const.,Inc. No. 8941	Beaver Creek Bridge Coos County	September 11, 1980
Hamilton Elect., Inc. No. 8980	The Dalles-Calif. Hwy. @ O.B. Riley Rd. (Bend) Deschutes County	September 11, 1980
Continental Crushing & Leasing, Inc. No. 9049	Basque Rock Production Malheur County	September 17, 1980
Hamilton Elect., Inc. No. 8939	Esplanade St.-Shasta Way & Shasta Way (Klamath Falls) Klamath County	September 18, 1980
Seubert Excavators, Inc. No. 9120	White River Rock Production Hood River & Clackamas Counties	September 18, 1980
Sims Electric, Inc. No. 9027	Wallowa Lake Hwy. @ Grande Ronde Shopping Center (LaGrande) Union County	September 22, 1980
Hamilton Elect.,Inc. No. 9070	Pac. Hwy.W @ Springbrook St.(Newberg) Yamhill County	September 22, 198

Contractor and Contract No.	Section and County	Acceptance Date
Stukel Rock & Paving, Inc. No. 8986	The Dalles/Calif. Hwy.-S. 6th St. Klamath County	September 25, 1980
Baker Redi-Mix, Inc. No. 8973	Nelson Point Intchge. Baker County	September 26, 1980
Weaver Const. Co. No. 9024	Umatilla River (Main St.) Bridge (Pendleton) Umatilla County	September 30, 1980
Willamette-Western Corp. No. 8946	Pac. East (SE Grand Ave.) Multnomah County	September 30, 1980
Gaines Construction No. 9091	Eightmile Creek Bridge Morrow County	October 1, 1980
Columbia Pacific Construction, Co. No. 9023	Ash Creek Bridge Polk County	October 3, 1980
Douglas S. Coats Construction No. 8947	Deschutes River (Sherars) Bridge Wasco County	October 3, 1980
Eugene Sand & Gravel, Inc. No. 9044	6th St.-Territorial Hwy. (Veneta) Lane County	October 3, 1980
Hamilton Const. Co. No. 9080	S. Umpqua R. (Shady) Bridge, N. Bd. Douglas County	October 3, 1980
Continental Crushing & Leasing No. 9048	Seneca Rock Production Grant County	October 3, 1980

October 8, 1980

For C. T. Keasey
Asst. State Highway Engineer

October 7, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9091

Gentlemen:

On October 3, 1980, we wrote to you concerning release of final payment on Contract No. 9091 awarded to Gaines Construction for the Eightmile Creek Bridge on FAS B560 in Morrow County.

Final payment on this contract is $3,146.60 and the total contract amount is $62,673.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr

cc: Gaines Construction
610 Valley View
Burns, OR 97720

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

409

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Eightmile Creek Bridge

WEEK ENDING: 8/16/80

SECTION PREFIX: 525-1067

HIGHWAY: FASB-560 Ione/Gooseberry Rd

COUNTY: Morrow

NAME OF JOB: Eightmile Creek Bridge

KIND OF WORK: Structure

CONTRACTOR: Gaines Const. Co.

CONTRACT NUMBER: 9091

FEDERAL AID PROJECT NUMBER: RS B-560(2)

DATE OF CONTRACT: March 26, 1980

DATE WORK STARTED: April 07, 1980

ESTIMATED COMPLETION DATE: August 14, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 130

CALENDAR DAYS USED 109

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 84%

PROJECT AUTHORIZATION: $ 71,333.50

EXCLUSIVE OF ENGINEERING: $ 65,103.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 65,103.50

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 05 %

ENGINEERING AUTHORIZATION $ 6,230.00

this week 0

ENGINEERING COST TO DATE $ 5,395.10

PERCENT OF AUTHORIZATION 87 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: July 24, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				RECEIVED
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted on August 12, 1980.

This will be last weekly report

SIGNED H.N. VanCleave Res. Engr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

[illegible]

8-9-80

JUDGE McELLIGOTT
MORROW CO. 676-9233

RE: FINAL ACCOUNTING ON
EIGHTMILE CR. AND
WILLOW CR. BRS -- FAS-C

WILLOW CR. BR -- RSB560(1)
$7,900 ADV. DEP.
10,700 LETTER OF CREDIT
CONTRACT COMP. 8-2-80
FINAL INSP. 8-27-80 BUD VANCLEAVE

EIGHTMILE CR. BR. -- RS B5[illegible](2)
[illegible] DEP.
4,800 LETTER [illegible]
[illegible]TRACT [illegible] [illegible]-24-80
FINAL INSP. 8-[illegible]-80 BUD VAN[illegible]

9091

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	tate Oregon
MONTHLY TRANSACTION NUMBER 4-186	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Morrow
PROJECT REPORT NUMBER	April 14 '80	Project Number RS-B560(2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 4, 19 79, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000	$ 84,334
Federal funds	$ 11,450	$ 74,330
Other revisions		

This modification is made for the following reasons:

adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, April 8, 1980

Federal Aid Project
NO. RS-B560(2)

Eightmile Creek Bridge Section
Co. Rd. in Morrow County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$13,000.00

Type Code X080
Structure, Br. #10903 (Sta. 1+25 to Sta. 2+50)

Mobilization	All Required		$ 4,000.00
General Excavation	100 Cu.Yd.	$ 5.00	500.00
Bridge Removal Work	All Required		2,000.00
Shoring, Cribbing, Etc.	All Required		500.00
Structure Excavation	210 Cu.Yd.	10.00	2,100.00
Structural Concrete, Class 3300 (90 c.y.)	All Required		22,000.00
4'x25'/30' Prestressed Slabs	7 Each	2,000.00	14,000.00
Reinforcement (10,750 lbs.)	All Required		4,500.00
Metal Rail with Tubing	38 Lin.Ft.	100.00	3,800.00
Guard Rail, Type 2A	50 Lin.Ft.	30.00	1,500.00
Guard Rail, Type 3	100 Lin.Ft.	40.00	4,000.00
Guard Rail Anchors, Type 1	4 Each	400.00	1,600.00
Rail End Pieces, Type C	4 Each	200.00	800.00
			$61,300.00

Anticipated Items

Temporary Erosion Control	All Required		1,000.00
	Subtotal		$62,300.00
	Engineering		9,034.00
	Total		$71,334.00

Length of Roadway	0.019 Mile
Length of Structure	0.005 Mile
Total	0.024 Mile

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$13,000.00	$11,450.00	$ 950.00	$ 600.00
Construction	71,334.00	62,880.00	4,227.00	4,227.00
Total	$84,334.00	$74,330.00	$5,177.00	$4,827.00

Group 1	100%
Contract No.	9091
Prefix No.	525-1967
Prefix No.	525-1067

7091

Morrow County Court

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

March 11, 1980

Mr. D. E. Swan
Operations Programming Engineer
Dept. of Transportation Bldg.
Salem, OR 97310

RS- B560 (2)

Dear Mr. Swan:

This is to inform you that Morrow County accepts the bid on the Eightmile Creek Bridge on the Ione/Gooseberry Road south of Ione, by Gaines Construction of Burns, in the amount of $61,300.00.

We have instructed the First National Bank of Oregon Heppner Branch, to forward an irrevocable letter of credit from Morrow County to your department in the amount of $4,800.00. This should be in Salem this week. If not, please call my office at 676-9233 in Heppner as soon as possible.

Yours truly,

Donald C. McElligott

Donald C. McElligott, Judge
MORROW COUNTY COURT

DCM:ag

c.c. Jan Peterson

9071

February 29, 1980

CON 4

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Hon. D. O. Nelson
County Judge

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Gaines Construction, 610 Valley View Drive, Burns, Oregon 97720 for Eightmile Creek Bridge Section on Ione/Gooseberry Road, FAS B560. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$61,300.00
Temporary Erosion Control	$ 1,000.00
4 1/2% Contingencies	2,803.50
10% Engineering	6,230.00
ESTIMATED CONSTRUCTION COST	$71,333.50
Est. P.E. Cost	$ 8,000.00
ESTIMATED PROJECT COST	$79,333.50

County's Advance Deposit:
6% of $79,333.50 = $4,760.01 or say $4,800.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 21, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 735: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 735 when check is received.

L.

HIGHWAY DIVISION - ODOT 378-6516

FILE February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

7211

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-6-80

FI RAL AID PROJECT NO.
RS-B560(2)

STATE PROJECT NO.
see below

COUNTY NAME
Morrow

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
90165

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '80
REFER TO
FOR

DATE PS&E APPROVED	4/12/79
DATE AUTHORIZATION EFFECTIVE	2/6/80
FEDERAL ROUTE NUMBER	Secondary B560
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Eightmile Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Authorization to Advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/28/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-455

[illegible]

Morrow

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28/80
Donald L Trout

Feb 28, 1980 Bid Letting ____________ All Clear Deadline
SECTION Eightmile Creek Bridge
Highway Ione-Gooseberry Hwy
County Morrow Region ______
Funds ______
Type of Work ______
State __ Consultant __ Plans Avail. __ Yes __ No

Non-major FHPM 7-7-2 para 10e

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands		☒			☒
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

1091

Section [illegible] Cr. Bridge Programming Estimate $ 93,000 Mn.

Highway FAS B560([illegible]one/Gooseberry Rd.) Pro[illegible]t Length —

County Morrow Completion Time 130 CD

Kind of Work Structure Est. Comp. Date Aug. 7, '80

Prefix 525 - 1967 Letting Date Feb. 28, '80 Project No. RS - B560(2)

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 83,352 50 ~~80,650~~ 00

. . . 1,000

$ 1,000 00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-23-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan Region Number 5]
District Number

ATTENTION:

Roger Lang

FROM:

HR

COMMENTS:

Please inform the county.

Form 731-0022 (7/78) SP*70682-734

Subtotal $ 84,352 50 ~~81,650~~ 00

Contingencies (4-1/2%) . . . . 3,795 84 ~~25~~ ~~3,674~~ 25

Engineering (8, 9, [✓ 10%]) . . . . 8,435 00 ~~8,165~~

Subtotal $

Credit for . . . . . .

Estimated Net Authorization, Construction . . . . $ ~~93,489 25~~

96,583 61

APPROVED

Est. PE. Costs 8 000 00

Est Total Project Cost $104 583 61

County advance deposit 6% of $104,583.61 = $6,275.02

$6300 00

Road Design Engineer

Section [illegible] Cr. Bridg Programming Estimate $ 95,000

Highway FAS B560 ([illegible]one/Gooseberry Rd.) Project Length —

County Morrow Completion Time 130 CD

Kind of Work Structure Est. Comp. Date Aug. 7, '80

Prefix 525 - 1967 Letting Date Feb. 28, '80 Project No. RS - B560(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 83,352.50 ~~80,650.00~~
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished ________		
Roadside Seeding & Mulching		$ 1,000.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 84,352.50 ~~81,650.00~~
Contingencies (4-1/2%)		3,795.86 ~~3,674.25~~
Engineering (8, 9, [✓ 10%])		8,435.00 ~~8,165.00~~
Subtotal		$
Credit for ________		
Estimated Net Authorization, Construction		$ ~~93,489.25~~ 96,583.61

APPROVED

Est. PE. Costs 8,000.00

Est Total Project Cost $104,583.61

County advance deposit 6% of $104,583.61 = $6,275.02

$6300.00

____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date Jan. 22, '80

Section Eightmile Cr. Bridge
County Morrow
Kind Of Work Structure
Length -
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All	-	6,900- ~~6,700-~~
	STRUCTURE					
	General Excavation		Cu. Yd.	100	15-	1,500-
	~~Toe Trench Excavation~~		~~Cu. Yd.~~	~~40~~	~~20~~	~~800~~
	Bridge Removal Work		All	All	-	1,100-
	Shoring, Cribbing, Etc.		All	All		4,000-
	Structure Excavation		Cu. Yd.	210 ~~195~~	30-	6,300 ~~5,850-~~
	Structural Concrete, Class 3300 (~~85~~ 90 C.Y. @ 350)		All	All	-	31,500- ~~29,750~~
	4'x25'/30' Prestressed Slabs		Each	7	2,600-	18,200-
	Reinforcement (~~10,200~~ 10,750 lbs. @ 0 55)		All	All	-	5,912 50 ~~5,610-~~
	Metal Rail with Tubing		Lin. Ft.	38	50-	1,900-
	Guard Rail, Type 2A		Lin. Ft.	50	20-	1,000-
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
	Guard Rail Anchors, Type 1		Each	4	350-	1,400-
	Rail End Pieces, Type C		Each	4	160-	640-

```
                               525   [illegible]   [illegible]   [illegible] P 1
                               525   1966   923     00 P 1                        51.03             [illegible]
                               525   1966   926     00 P 1           2.90        334.86            2,1[illegible].54
                               525   1966   927     00 P 1                       498.66              4[illegible]3.66
                                            TOT        P1          227.22      6,847.09            9,688.45
                                            TOT        N1                         16.50               16.50
                                         ** JOB TOTALS **          227.22 **   6,863.59 **         9,704.95 **

LIGHTMILE CR BR B 560          CONT NO           FA PROJ NOS RS  560002 100                                    STATE
                               525   1967   296     00 N 9          73.84CR    4,157.36CR          5,114.78CR
                               525   1967   298     00 N 9          73.84      4,157.36            5,114.78
                               525   1967   901     00 P 1                     2,121.71            2,269.15
                               525   1967   901     00 N 1                       241.74              241.74
                               525   1967   905     00 P 1         252.18        719.67              719.67
                               525   1967   906     00 P 1                        16.40               16.40
                               525   1967   910     00 P 1                        36.32               36.32
                               525   1967   911     00 P 1                        82.12               82.12
                               525   1967   913     00 P 1          25.03         25.03               25.03
                               525   1967   918     00 P 1         137.67      1,482.84            1,487.84
                               525   1967   920     00 P 1                                            13.40
                               525   1967   923     00 P 1                        25.54               25.54
                               525   1967   926     00 P 1           6.00        724.67            2,0[illegible]
                               525   1967   926     00 N 1                                            10.00
                               525   1967   927     00 P 1          42.00        757.88              757.88
                               525   1967   950     00 P 1                       112.56              112.56
                                            TOT        P1          462.88      6,109.74            7,610.72
                                            TOT        N1                        241.74              251.74
                                         ** JOB TOTALS **          462.88 **   6,351.48 **         7,862.46 **

NE 110TH-NE 148TH              CONT NO           FA PROJ NOS RS  662001 100                                    STATE
                               526   1954   296     00 N 9                     1,151.07CR          1,151.07CR
                               526   1954   298     00 N 9                     1,151.07            1,151.07
                               526   1954   901     00 P 1          25.54         37.72              203.24
                               526   1954   903     00 P 1                     1,150.94            1,150.94
```

```
TOTAL TO DATE JOB COST SUMMARY                                               DECEMBER 1979       PAGE  596
                                                                                FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH  YEAR TO DATE       TO DATE
                                   526   1954    910       00 P 1    267.23        790.67          790.67
                                   526   1954    911       00 P 1    150.96        150.96          150.96
                                   526   1954    918       00 N 1                                    3.00
                                   526   1954    920       00 P 1                   13.40           13.40
                                                 TOT          P1     443.73      2,143.69        2,309.21
                                                 TOT          N1                                     3.00
                                              ** JOB TOTALS **       443.73 **   2,143.69 **     2,312.21 **
```

STATE OF OREGO INTEROF E MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: January 15, 1980

DES 23
BR 10903A

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Eightmile Creek Bridge
Eightmile Creek Bridge Sec.
FAS B560
Morrow County
Bridge 10903A

Enclosed are two reduced prints of drawings 35021 through 35024 which are the advance detail drawings.

Our present estimate of costs for the proposed contract is:

Grading	$ 7,575	
Structure	66,425	
Engineering and Contingencies	14,800	
Total		$88,800

It is planned to call for bids on this section on February 28, 1980.

Please make a field review and convey your comments to us by telephone or by notation on a set of plans by January 25, 1980.

The county has indicated they feel no further approval is necessary on their part and want the job expedited. Please assure the county the job is being processed as fast as possible and this final approval process will not delay the job if the time schedule above is followed.

SKS:dh
Enclosures

cc Judge McElligott (Morrow Co.) /w/ 2 sets encls.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. and estimate
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Engineering /w/ 1 set encls.
H. H. Van Cleave /w/ 1 set encls.

PROJECT MANAGEMENT BRANCH
STE PRE
REFERRED TO
FOR
FILE: PM FA LG.

125-1367

1541

OREGON STATE HIGHWAY DIVI[illegible]ON
117 DOT Building
Salem, Oregon 97310

Highway# 525

Prefix 525-1967

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-II 560(2)
Project Name Eightmile Creek Bridge
Ione/Gooseberry Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Irrigon, Oregon, this 26 day of December, 1979

County of __________

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date Jan 2, 1980

Instructions: Complete A or B and C.
P/W File No. ______
Rev. 1/76

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

Temporary Protection & Direction of Traffic Not Included

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

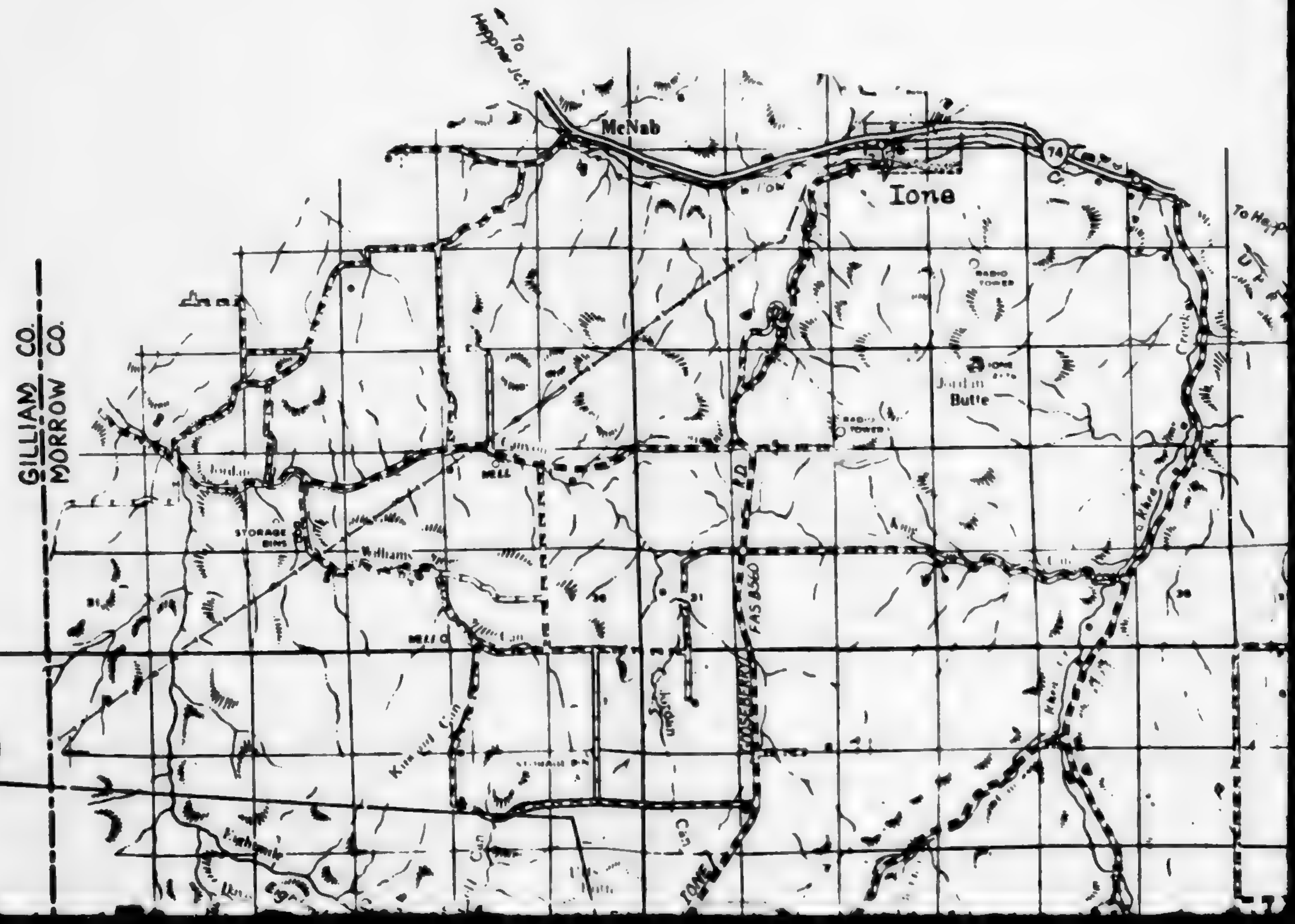
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

EIGHTMILE CR. BRIDGE SEC.

FAS B560 (IONE/GOOSEBERRY RD.)

MORROW COUNTY


To Heppner Jct.
McNab
Ione
74
To Heppner
Radio Tower
Jordan Butte
GILLIAM CO.
MORROW CO.
Storage Bins
Williams
Kinsaid Can.
Jordan Can.
GOOSEBERRY RD.
FAS B560
IONE
Eightmile
Can.
Rhea Creek

END OF PROJECT RS-B560(2)
Sta. 2+50

BEGINNING OF PROJECT RS-B560(2)

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

EIGHTMILE CR. BRIDGE SEC.

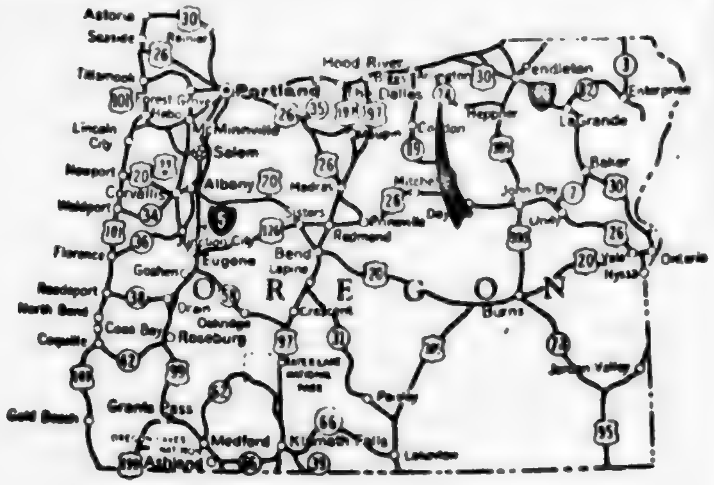
FAS B560 (IONE/GOOSEBERRY RD.)

MORROW COUNTY

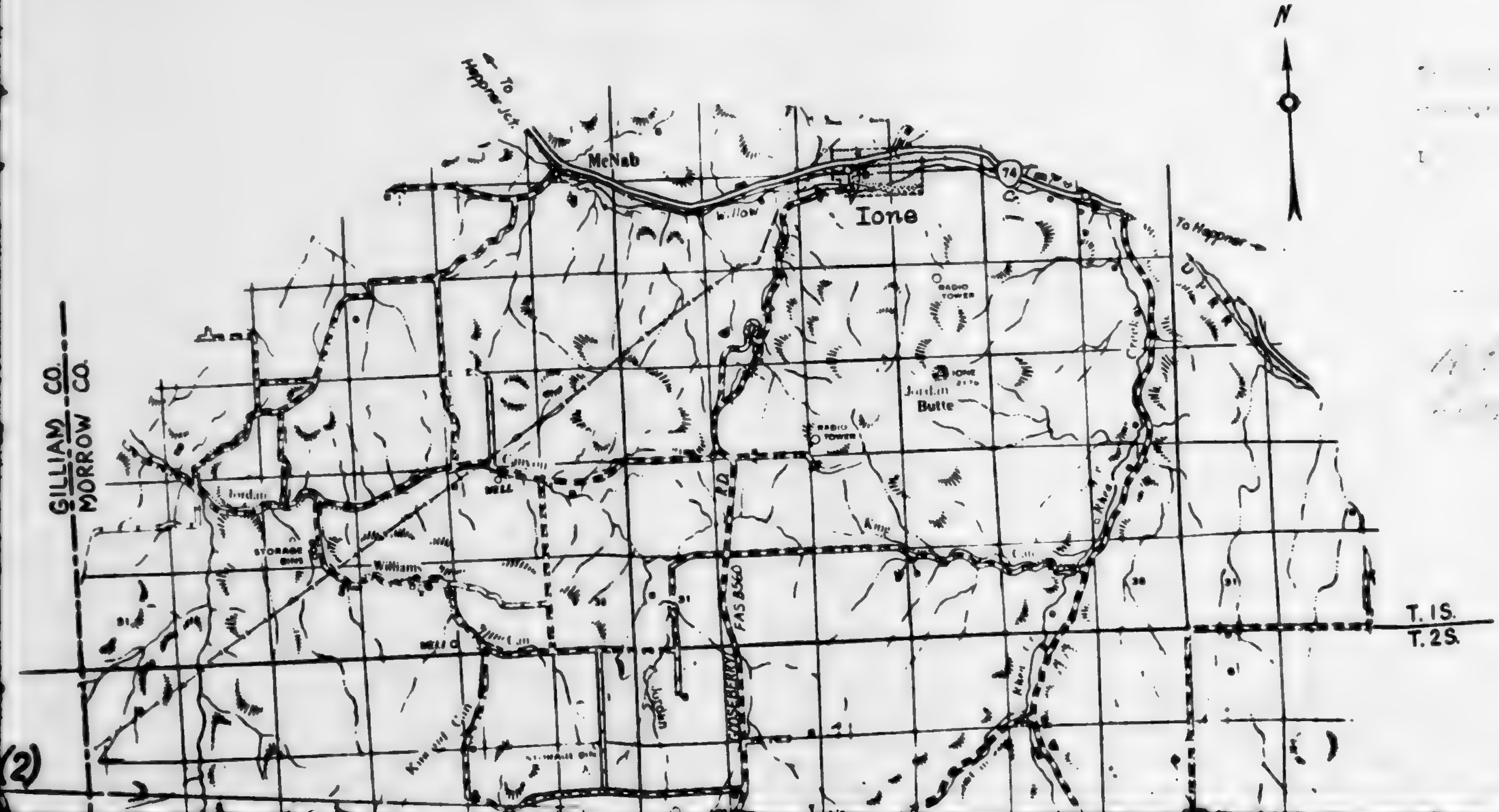
PRELIMINARY COPY
DEC 12 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

EIGHTMILE CR. BRIDGE SEC. FAS B560 (IONE/GOOSEBERRY RD.) MORROW COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C



Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Roseburg
Oakridge
Eugene
Corvallis
Albany
Salem
McMinnville
Forest Grove
Portland
Hood River
The Dalles
Condon
Heppner
Pendleton
La Grande
Enterprise
Baker
Ontario
Vale
Nyssa
Burns
John Day
Mitchell
Prineville
Redmond
Bend
Madras
Crescent
Jordan Valley
O R E G O N

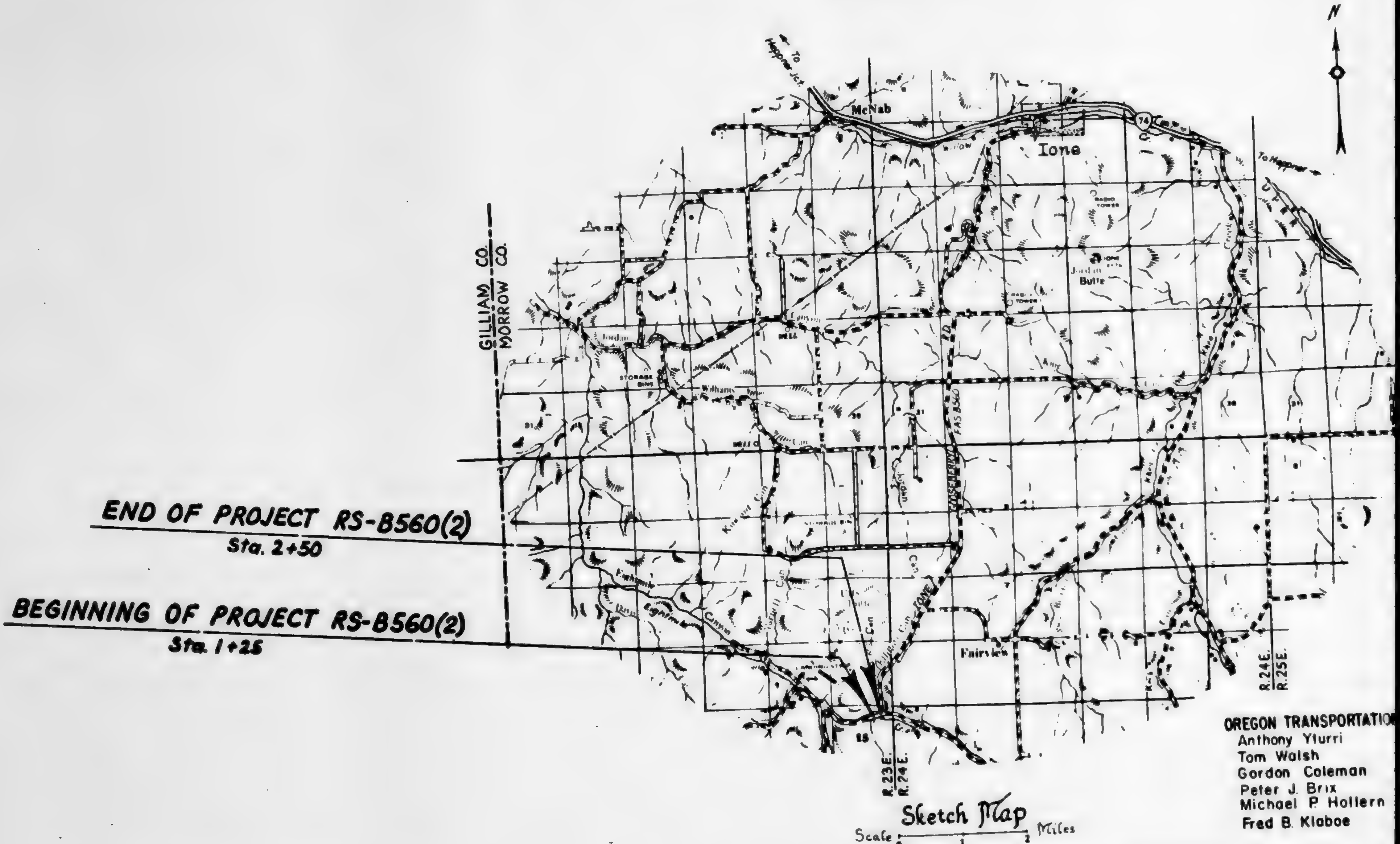


N
To Heppner Jct.
McNab
Willow
Ione
74
To Heppner
RADIO TOWER
Jordan Butte
GILLIAM CO.
MORROW CO.
Jordan
Williams
GOOSEBERRY RD.
FAS B560
T. 1 S.
T. 2 S.
(2)

PRELIMINARY COPY
SUBJECT TO CHANGE

Temporary Protection & Direction of Traffic Not Included

EIGHTMILE CR. BRIDGE SEC.
FAS B560 (IONE/GOOSEBERRY RD.)
MORROW COUNTY


N
To Heppner Jct.
McNab
Ione
74
To Heppner
GILLIAM CO.
MORROW CO.
Jordan Butte
Storage Bins
FAS B560
IONE
GOOSEBERRY RD.
Fairview
END OF PROJECT RS-B560(2)
Sta. 2+50
BEGINNING OF PROJECT RS-B560(2)
Sta. 1+25
R.23E.
R.24E.
R.24E.
R.25E.
Sketch Map
Scale 0 1 2 Miles

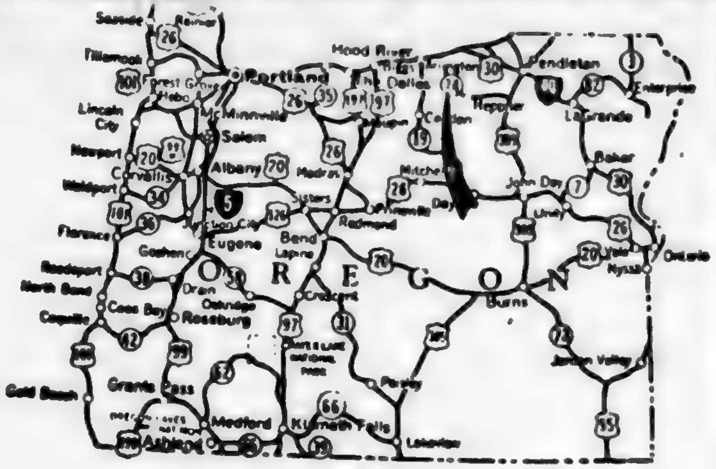
OREGON TRANSPORTATIO
Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J. Brix
Michael P. Hollern
Fred B. Klaboe

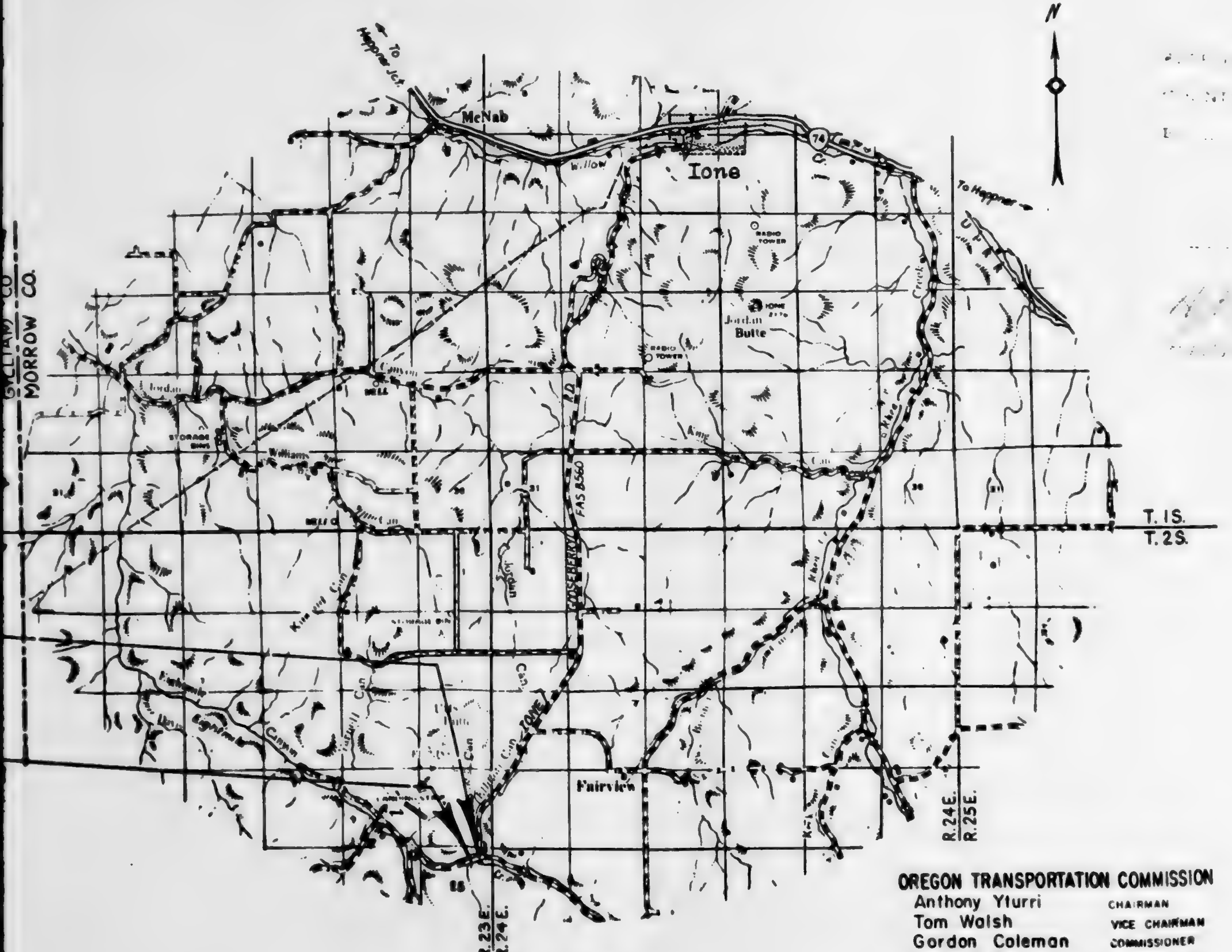
PLANS FOR PROPOSED PROJECT

EIGHTMILE CR. BRIDGE SEC.

FAS B560 (IONE/GOOSEBERRY RD.)

MORROW COUNTY


OREGON
Portland
Salem
Eugene
Medford
Pendleton
Heppner
Bend
Burns
Baker
Klamath Falls


N
To Heppner Jct.
McNab
Willow
Ione
74
To Heppner
Radio Tower
Jordan Butte
Gooseberry
FAS B560
Fairview
Eightmile Canyon
Gilliam Co.
Morrow Co.
T. 1 S.
T. 2 S.
R. 23 E.
R. 24 E.
R. 24 E.
R. 25 E.

Sketch Map

Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter	STATE HIGHWAY ENGINEER
E. S. Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

1071

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RSB 560(1) & (2)
Eightmile Creek and Willow Creek Bridge
Ione-Gooseberry County Rd.
Morrow County

Date: December 19, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have received Mr. Thompson's interoffice submittal dated October 29 on Eightmile Creek indicating a structure with a span length of 26' resting on closed abutments. We understand there is some controversy with the County on the length of span. Since this is a secondary job and a minor road, we ordinarily would not get involved in the review. However, please note, in Federal Highway Program Manual 6-7-3-2 recently issued, some changes have occurred. Under paragraph 10 details of the study should be commensurate with the risk associated with the encroachment and with other economic engineering social or environmental concerns. Your decision in accordance with these requirements is sufficient for acceptance of the design.

For Hatchell
G. L. Green

cc:
OSHD (W J Hart)
(R L Lenz)

RECEIVED
STATE HWY ENG
DEC 21 '79
REFER TO
FOR
Info

☐ RE ☐ RCE ☐ RME ☐ ROE ☐

☐ RFA DEC 20 1979

RECEIVED
REGION 5 OFFICE

Mr. Roger C. Lang
Federal Aid Engineer
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Roger:

Re: Eightmile Creek Bridge, Ione-Gooseberry Road, FAS B560

As the result of discussion concerning the desired length of the Eightmile Creek Bridge during the past few days, the Court does agree and approves the length of 26 feet.

In an effort to accelerate the final design of the structure the Court wishes to stipulate the following:

1. Substructure design shown on approved plans dated 10-29-79 shall be used.
2. The County shall construct the detour and perform the necessary construction signing.
3. Permit of Entry for the necessary construction easement has been obtained and submitted to the Right-of-Way Supervisor.
4. Further plan approval by the County is not needed unless it is necessary to deviate from features (other than length) shown on the approved plans dated 10-29-79.

Your prompt attention to getting the design completed and this project advertised at the earliest possible date will be appreciated.

Sincerely,

Donald G McElligott
County Judge

Warren H. McCoy
Commissioner

Dorothy Krebs
Commissioner

cc W. J. Hart ✓
D. E. Swan ✓
D. C. Christensen
W. D. Van Cleave

7541

PERMIT OF ENTRY & DONATION

12-17-79

Name: McElligott
Section: Eightmile Creek Bridge
Highway: FAS-B560
County: Morrow

Morrow County Court
Morrow County Court House
Heppner, Oregon 97836

Gentlemen:

We, the undersigned, hereby agree to donate to Morrow County for the purpose of reconstructing the above section, a construction easement over the property shaded in red on the attached Exhibit "A".

We hereby acknowledge that we have been informed of our right to receive just compensation for the said construction easement but still prefer to make a donation of said easement. We knowingly and willingly waive our right to receive ninety (90) days written notice before being required to give possession to the County and hereby grant to the County, its employees, agents or contractors, the immediate right to enter upon the real property as shown on Exhibit "A". There is also waivered any necessity and right for a Public Hearing on the proposed project. These rights are knowingly and willingly waivered for the good of the people and mutual benefit derived.

It is understood that the County will be responsible for the preparation of any necessary legal instruments and any fees and costs in connection therewith. The County shall also be responsible for obtaining and paying for any necessary title insurance. The undersigned agrees to properly execute any necessary legal instruments when same are prepared and presented.

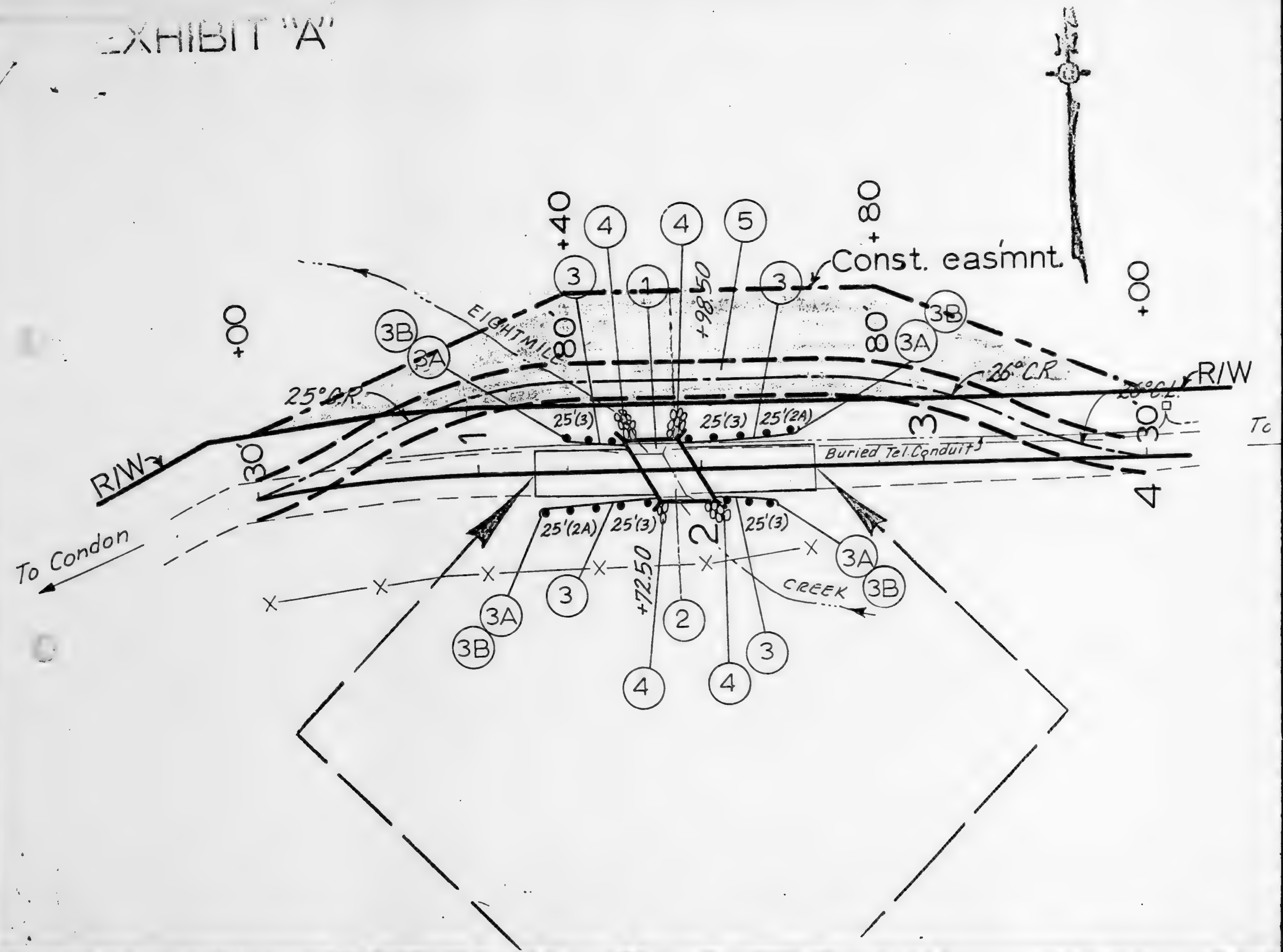
We certify that we are the fee simple owners of the aforesaid property.

Donald J. McElligott
R. J. McElligott
L. J. McElligott
Kathleen O'Leary

Dated this 17 day of December, 1979.

C.C. Rod Henry

EXHIBIT "A"



+00
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R/W
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26° C.R.
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+98.50
+72.50
25'(3)
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25'(2A)
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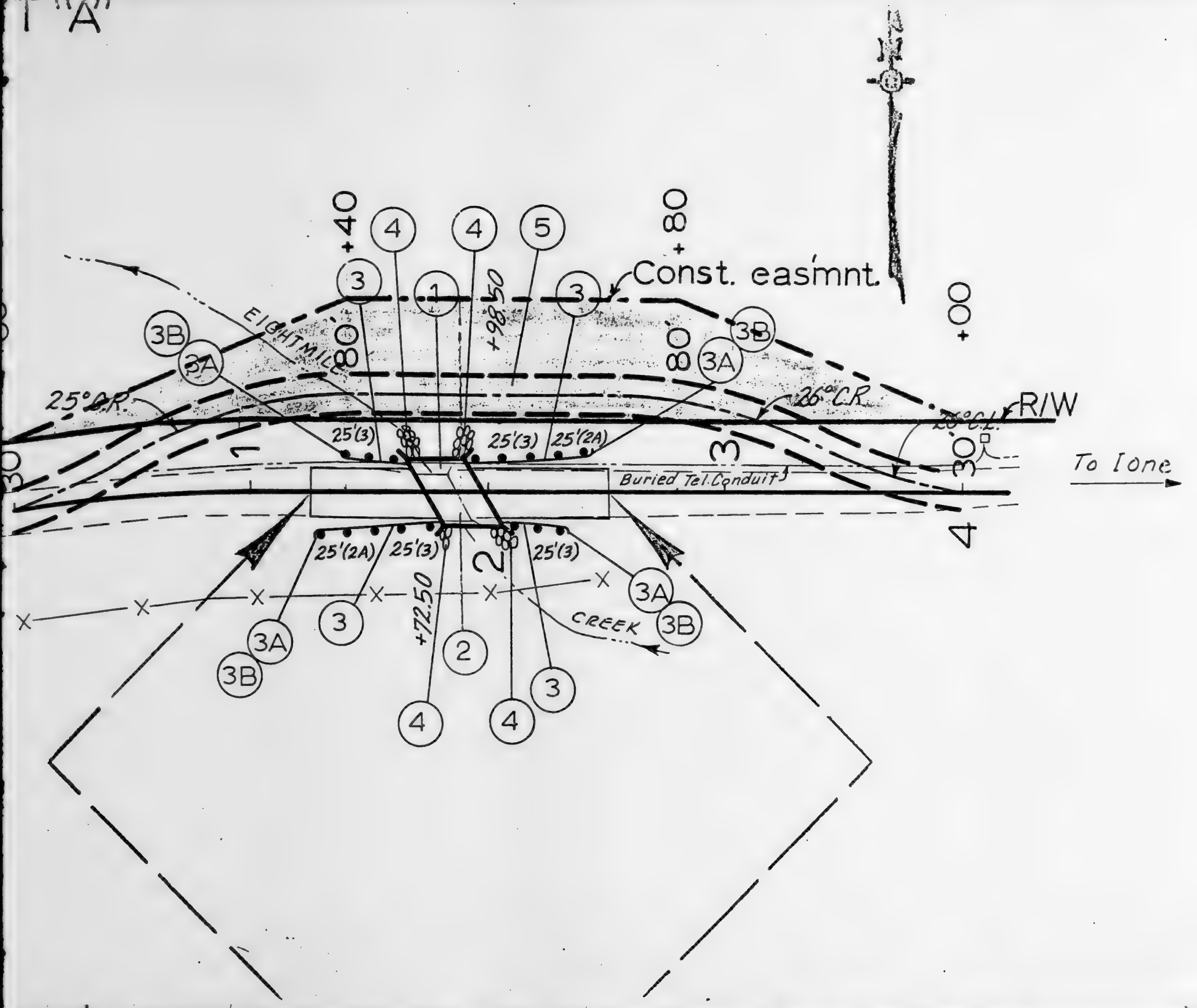

+40
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Const. easmnt.
R/W
To Ione
Buried Tel. Conduit
EIGHTMILE
CREEK
25° C.R.
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30
80'
80'
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1
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3A
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5
3
3B
3A
+98.50
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25'(3)
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3A
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4
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3A
3B

76 11

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

December 14, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Eightmile Creek Bridge
Ione-Gooseberry Road (FAS B560)
Morrow County

TO: Len Wallace
Assistant Bridge Engineer

SALEM

Confirming our telephone conversation of this morning regarding the length of the Eightmile Creek Bridge.

Judge McElligott takes exception to the statement contained in the Hydraulics Report, dated September 17, 1979, which identifies roadway overflow occurs about every two years. Judge McElligott lives about one mile westerly of the bridge and can recall water being over the roadway only four times since 1948.

Also, Judge McElligott feels lengthening the structure to 20 feet provides nearly twice the capacity of the structure and any overflow problems will be of a minor nature, that much thought and evaluation was given to run-off by the Location Engineer and the Court concerning the bridge length and if FHWA does not agree they should identify their concerns by letter so the Court may consider them.

Please take the necessary steps to discuss this matter with FHWA.

RCL/vt
cc: Judge McElligott
D. E. Swan
David Bryson
H. N. Van Cleave
c.c. Dick Lenz

5

FAS B560

9091

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 30, 1979

FROM: Roger C. Lang
Roger C. Lang
Regional Federal Aid Engineer

SUBJECT: Eightmile Cr. Bridge Sec.
FAU B560 (Ione/Gooseberry Rd.)

TO: D. E. Swan
Operation Programming Engineer

SALEM

Judge McElligott contacted me on November 29, and requested that we proceed with developement of plans and advertise for bids at the earliest possible date on the Eightmile Bridge. This request is made because of the severe traffic hazard which the partially-collapsed bridge is presenting.

Judge Mc Elligott presses the fact the Court has approved a 20 foot long by 28 foot width with footing design as shown on the preliminary plans. Therefore, there is no need to mess around with further approval of plans. The important thing now is to get the contract let as soon as possible.

I have discussed this with Ted Thompson who has agreed to complete the design at the earliest possible date.

We had originally planned to advertise the Willow Cr. (Ione) Bridge with Eightmile Cr. Bridge but some problems with irrigation facilities have delayed approval.

Please take whatever steps are necessary to get this job ready for letting at the earliest possible date. Right-of-Way should be clear next week.

RCL/sjk

cc: Judge Mc Elligott
Ted Thompson
D. O. Christensen
Jack Sullivan
Harold Brainerd
H. N. Van Cleave

1 Versteeg ✓
Arc
2 Chr Don
Olson
Sullivan
Terpin
Tr
Wakerling

RECEIVED
DEC 03 1979
ROAD DESIGN SECTION

Bring

REFERRED TO
Beard
Stoudenmeyer
2 Sample
Cole
1 Watson
Eriksen
Lau
Hager
Dorn
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Now they want Separate Contract.

STATE OF OREG[illegible]
ROAD DESIGN SECTION

INTERO[illegible]CE MEMO

FILE: DES 16-1

TO: Gary Zehner
Project Management

DATE: November 27, 1979

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

Subject: Willow Creek Bridge
Eightmile Creek Bridge
FAS B560
Ione/Gooseberry Road
Morrow County

The estimate for the subject project is $329,000, which includes 20 percent for engineering and contingencies. Estimate breakdowns are attached.

Please review these estimates and advise us of the County's capability to fund this project. We understand the County is to do the grading (not included in this estimate). They may also desire to do the guardrail work and the riprap and the excavation associated with it. If so, please advise.

DOC:ja

Attachments

cc/enc. L. K. Watson
Roger Lang

[illegible]GON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of ____ Sheets

Section WILLOW CR. AND EIGHTMILE CR. BRIDGES SEC.
Prefix ____
Highway FAS B 560 (IONE/GOOSEBERRY RD.)
County MORROW
Date 11-7-79
Length ____ Miles ____
Designer KELLER
Title ____
Signed ____

Grading & Drainage $ ____

Surfacing $ 63955.00

Extra Work

	$
	$
	$
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK $ ____

TOTAL . . . . $ 63955.00

+ 20 % Engineering and Contingencies $ 12790.00

Structures

WILLOW CR. BRIDGE	$ 140 580.00
EIGHT MILE CR. BRIDGE	$ 111 670.00
	$
	$

TOTAL STRUCTURES $ 252,250.00

Right of Way $ ____

TOTAL ESTIMATED COST . . . . $ 328995.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ______

Section WILLOW CR. AND EIGHTMILE CR. BRIDGES SEC
County MORROW
Kind Of Work BRIDGE REPLACEMENT (WILLOW CR.)
Length ______
Name KELLER

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION		ALL	ALL	9 %	3870.00
	GUARD RAIL (TYPE 2A)		LIN FT	50	25.00	1250.00
	GUARD RAIL (TYPE 3)		LIN FT.	100	30.00	3000.00
	ANCHORS (TYPE 1)		EACH	4	350.00	1400.00
	RAIL END PIECES (TYPE C)		EACH	4	175.00	700.00
	TOE TRENCH EXCAVATION		CU.YD.	270	15.00	4050.00
	LOOSE RIPRAP (CLASS 700)		CU.YD.	1125	20.00	22500.00
	FILTER BLANKET		CU.YD.	225	20.00	4500.00
	GEN EXCAVATION		CU.YD.	700	8.00	5600.00
	43000					46870.00

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______

Date ______

Section WILLOW CR. AND EIGHTMILE CR. BRIDGES ETC.

County MORROW

Kind Of Work BRIDGE RAILING (EIGHTMILE CR.)

Length ______

Name KELLER

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION		ALL	ALL	9%	1410.00
	GUARD RAIL (TYPE 2A)		LIN.FT.	50	25.00	1250.00
	GUARD RAIL (TYPE 3)		LIN.FT.	100	30.00	3000.00
	ANCHORS (TYPE 1)		EACH	4	350.00	1400.00
	RAIL END PIECES (TYPE C)		EACH	4	175.00	700.00
	GEN. EXCAVATION		CU.YD	125	8.00	1000.00
	LOOSE RIPRAP (CLASS 700)		CU.YD	300	20.00	6000.00
	FILTER BLANKET		CU.YD.	60	20.00	1200.00
	TOE TRENCH EXCAVATION		CU.YD	75	15.00	1125.00
	15675					17085.00

(1a)

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Eightmile Cr. Br. County Morrow Bridge No. 10903 A
Section and Station " (P.L.C. 1172+50) Highway [illegible] Lone–Gooseberry
Estimate Made By SHS Date 9-20-77 Checked By ____ Date ____
Description 26'-0" vert. abut. span w/ 15" prest. slabs on sprd. ftgs. on solid rock
Estimate From √ [✓ No Plans] ~~Sketch~~ ~~Completed Plans~~ ~~Drawing No:~~
(Strike out the ones which do not apply)
Calculation Book No. ____ Loading ____

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				8%	~~7,100~~ 6360
Shoring, Cribbing, etc.	All				4,000	4,000
Structure Excavation	Cu.Yd.	300	—	300	18^{00}	5,400
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3300-1½	Cu.Yd.	110	—	110	400^{00}	44,000
Metal Reinforcement	Lbs.					
Structural Steel	Lbs.	17,000	—	17,000	0^{50}	8,500
Prestressing Steel	Lbs.					
Prestr. Conc. (15" Slabs)	Each	—	7	7	2000	14,000
([illegible])						
Rail # Metal rail w/ tube	Lin.Ft.	—	52	52	50^{00}	2,600
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
~~[illegible]~~		~~—~~	~~200~~	~~200~~	~~30^{00}~~	~~6,000~~
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
~~[illegible]~~	~~[illegible]~~	~~125~~	~~—~~	~~125~~	~~8~~	~~1,000~~
~~[illegible]~~		~~120~~	~~—~~	~~120~~	~~18^{00}~~	~~2,160~~
~~[illegible]~~	~~Ton~~	~~10~~	~~—~~	~~10~~	~~30~~	~~300~~
Removal of old Bridge (12 x 20 x 4)	All	—	—	—	—	1,040
Maintenance of Traffic	All	—	—	—	—	

79540

Subtotal ~~96,100~~ 85900
Plus 30% Percent for Engineering & Contingencies ~~28,800~~ 25770
TOTAL COST $ 124,900
111,670

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Atten. R. C. Lang

DATE: ~~October 31, 1979~~ 11-20-79

SUBJECT:

Eightmile Creek Bridge, 10903A
Willow Creek Bridge, 10904A
Ione-Gooseberry Co.Rd.Jct. Br.Sec.
Ione-Gooseberry County Road
Morrow County

T G Thompson
FROM: T. G. Thompson
Supervising Structural
Design Engineer

Please correct the estimate of costs in our letter of October 29, 1979 for these two structures to the figures below:

Structure 10903A	$ 96,000
Structure 10904A	128,000
Grading and Paving	(Not available)
Engineering and Contingencies	67,500 (Structure only)
Total	$291,500

Please inform Morrow County of this correction.

SKS:dh

cc H. A. Schell
Road Design
County-City Unit
Maxine Banks, Environment

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 31 1979
REFERRED TO N
FOR M
FILE: PM FA LG.

81-125-1387

9C11

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
November 19, 1979

FILE:

RC Lang

FROM: R. C. Lang
Region 5 Federal Aid Engineer

TO: T. G. Thompson
Supervising Structural
Design Engineer

SALEM

SUBJECT: Eightmile Creek &
Willow Creek Bridges
Ione-Gooseberry Co. Road
Junction Bridge Section
Ione-Gooseberry County Road
Morrow County

Enclosed in answer to your memo of October 29, 1979 is one set of preliminary plan and elevation drawings and vicinity maps nos. 34900 and 34888 covering Eightmile Creek Bridge No. 10903A. These have been reviewed and approved by Morrow County, as noted.

The County has not completed their review of drawings 34901 and 34889 for the Willow Creek Bridge No. 10904A. These will follow as soon as the corrections which need to be made in these plans have been added.

sh
enclosure

cc Judge McElligott
H. A. Schell
Engineering
County-City Unit
Environmental Section (M. Banks)
H. N. Van Cleave

[illegible] BRANCH

Don H.

92 11

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer
Attention R. C. Lang
Region Federal-Aid Engr.

FROM:
T. G. Thompson
Supervising Structural
Design Engineer

DATE: October 29, 1979

SUBJECT:
Eightmile Creek and Willow
Creek Bridge
Ione-Gooseberry Co.Rd. Jct.
Bridge Section
Ione-Gooseberry Co. Rd.
Morrow County
Bridges 10903A & 10904A

Enclosed are four reduced prints of Drawings 34900, 34888, 34901, and 34889 which are the preliminary plan and elevation drawings and the vicinity maps.

Our present estimate of costs for the proposed contract is:

Structure (10903A)	$ 73,000
Structure (10904A)	128,000
Grading and Paving	Not available
Engineering and Contingencies	60,500 (Structure only)
TOTAL	$261,500

Please use these prints to obtain the approval of Morrow County and return one set of prints with stamped approval to this office as soon as possible.

It is planned to call for bids on this project on March 27, 1980.

SKS:smd

Encl.

cc H. A. Schell /w/ 1 set encl.
Engineering /w/ 1 set encl.
~~County~~-City Unit
Environment Section (M.Banks, /w/ 1 set encl.

O

N M

81-125-1387

10 11

DATE: October 17, 1979

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: ESH
for H. S. Coulter
State Highway Engineer

SUBJECT: Oregon Project RS-B560(-)
Eight Mile Creek Bridge
Ione-Gooseberry Road (FAS B560)
Morrow County

This is in response to the two questions raised in your memorandum dated October 10.

The first question deals with the frequency curve for the subject project. The Walla Walla District of the Corps of Engineers developed frequency curves for Willow Creek and its tributaries in the vicinity of Heppner, Ione and Lexington. Since the study area is subject to summer thunderstorm floods and winter rain-snowmelt floods, the Corps of Engineers developed hydrographs from available precipitation data in the area for both types of floods. The winter and thunderstorm frequency curves developed from the hydrograph analysis were then composited to determine the annual peak discharge frequency curves for each basin studied. The above information is contained in the report entitled "Hydrologic Report, Streams of Morrow County, Oregon".

Eight Mile Creek was not studied in the report but since it has similar drainage basin characteristics as those studied, the information contained in the report was used to develop the frequency curve for Eight Mile Creek. This was done by a graphical interpolation of a log-log plot of peak discharge versus drainage area of the basins studied. This is a much more detailed analysis than we would normally do and is the reason why the Corps of Engineers' results were used.

A comparison was made between the Corps' results and the results obtained by using our flash flood curves developed for the John Day River Basin. A "high" flash flood from our curves corresponded to a 25-year flood as determined by the Corps.

The second question deals with the 100-year flood. It is estimated that during the 100-year flood, water will be flowing approximately 7-feet deep across the roadway with the existing bridge in place. Since the proposed replacement structure will provide a larger waterway area, the 100-year flood elevation can be expected to decrease at the bridge. The decrease in the 100-year flood level will be small since most of the 100-year floodwaters for both the existing and proposed conditions will be conveyed as roadway overflow.

DWB:jh
bc: Walt Hart
Dave Bryson
E. S. Hunter
Frank Terpin

GENERAL FILES

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Oregon Division - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-B560(-)
Eight Mile Creek Bridge
Ione-Gooseberry Road (FASB560)
Morrow County

Date: October 10, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have just finished reviewing Mr. David W. Bryson's (Assistant Hydraulics Engineer) memo to the file on the Eight Mile Creek Bridge on the Ione-Gooseberry Road in Morrow County. We have two questions that do not seem to be addressed in the Hydraulic Report. They are:

1. In the third paragraph on Page 1, the discharge for the drainage area was developed from the Walla Walla District Corps of Engineers "Hydrologic Report, Streams of Morrow County, Oregon." In the past we have been quite impressed with your procedure in computing discharge and are a little surprised to see that you used the Corps of Engineers Hydraulic Report. Is this stream a Corps of Engineers controlled stream? If it isn't, why didn't you use your own procedure, or at least give some comparative results?

2. In the third paragraph on Page 2, Mr. Bryson indicates that there is not enough information to model the 25-year flood through the bridge. Please note that our regulations require that some form of prediction must be made with respect to the 100 year basic flood, and that it may be conveyed without undue damage to the structure. We have nothing in our recent regulations that say that this procedure has been relaxed. Since this is a Federal-aid project we feel that you should address the 100-year flood and how it affects the surrounding area.

Pleasefurnish us the answers to these questions as you proceed with the design.

for G. L. Green

cc:
OSHD (W J Hart)

EJH

RECEIVED
STATE HWY ENGR
OCT 11 '79
REFER TO
Hunter
FOR
Info [illegible] [illegible] [illegible] Sign Act File

[illegible] Handle

STATE OF OREGON

INTEROFFICE MEMO

Location Section
DEPT.

378-6883
TELEPHONE

TO: MEMO TO THE FILES

DATE: September 17, 1979

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Eightmile Creek Bridge
Ione-Goosberry Road (FAS B560)
Morrow County

The proposed project will replace an existing 13-foot, single span, steel I-beam structure with vertical abutments on the same alignment.

HYDROLOGY

Eightmile Creek is a south-north intermittent tributary of Willow Creek and drains an area of approximately 32.2 square miles above the proposed bridge site. Being in the Willow Creek Basin, Eightmile Creek is subject to summer thunderstorm floods and winter rain-snowmelt floods. The winter rain-snowmelt floods are the result of above average snowfall on frozen ground followed by warm rains and usually occur from December through mid-February. Thunderstorm floods occur when an intense rainfall falls over the barren, steep-sloped gulches in the watershed. During a winter rain-snowmelt flood, the entire basin usually contributes runoff while during a thunderstorm flood, only a portion of the basin contributes runoff.

The recurrence interval vs. peak discharge relationship listed below was determined from a plot of discharge vs. drainage area. This was developed from Table 1 contained in the preliminary draft of "Hydrologic Report, Streams of Morrow County, Oregon" prepared by the Walla Walla District of the Corps of Engineers.

Recurrence Interval	Peak Discharge
100-Year	9,750 cfs
50-Year	7,000 cfs
25-Year	4,650 cfs
10-Year	1,450 cfs

The Morrow County Roadmaster was contacted and he stated that a downstream section of the existing structure was washed out during the February, 1979, flood. During this flood he estimated the water was flowing approximately 18-inches deep across the roadway and that roadway overflow occurs about every two years.

H

M Dortl

HYDRAULIC DESIGN

The 10-year flood of 1,450 cfs was chosen as the design flood. During the 10-year flood, it is estimated that water will be flowing approximately 2-feet deep across the roadway with the existing bridge in place. This results in a highwater elevation of 96.6 feet (assumed datum) for the existing bridge.

A 20-foot clear span structure, normal to the creek with vertical abutments, was investigated and found to be a substantial improvement over the existing structure. Estimated design highwater elevation for a 20-foot span would be 92.0 feet (assumed datum). It is suggested that the bents be skewed as much as feasible due to the "z" shape geometry of the channel alignment. A structure with 1½:1 spillthrough abutments should provide a finished channel section with a 10-foot bottom normal to the creek.

Ordinarily, the 25-year flood would have been used as the design flood but there was not enough information available to model the 25-year flood through the bridge. Also, considering the location of the bridge, it was felt a detailed analysis of the higher frequency floods was not necessary. Roadway overflow can still be expected to occur for the higher frequency floods.

RIPRAP

It is suggested that the vertical abutment alternate be protected with a 3-foot thick blanket of Class 700 loose riprap placed in a trench around the toe of the abutments. The spillthrough abutment alternate should have the 1½:1 slopes protected with a 3-foot blanket of Class 700 loose riprap. A filter blanket will be required and the riprap should have a toe trench. Due to the angle of attack of the water against the westerly abutment, it is felt that the vertical abutment alternate provides the best protection against erosion.

DWB:ab
cc: Frank Terpin, w/attach.
Walt Hart, w/attach.
Jack Davis, w/attach.
Don Harwell, w/attach.
Duane Christensen, w/attach.
W. E. Schwartz, w/attach.
Herb Schell, FHWA, w/attach.

[illegible]
FOR
[illegible]

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1450	9750	
Discharge - m^3/s			
Frequency - yrs.	10	100	
H.W. Elevation Natural Channel ft.	92.0		
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—		
H.W. Elevation Channel Change m.			
Average Velocity fps	10.5-11.0		
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *The elevations above are based on an assumed datum.*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Eightmile Creek Bridge
Ione - Gooseberry Road (FAS B560)
Morrow County

COMPILED BY: *Dave Bryson*
DATE: *Sept. 17, 1979*

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 17, 1979

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters
Section: Eightmile Creek Bridge
Highway: Ione-Gooseberry Highway
County: Morrow

This letter, with the attached Project Assessment, serves as the advance notice required under Section rr of the Department of the Army Permit referred to in Public Notice 971-OYA-4-002123 pursuant to Section 404 of the Federal Water Pollution Control Act (86 Stat. 816, P.L. 92-500).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
R. W. Ellison
Gary Potter
D. E. Keyes

1 Versteeg
Anderson
Christensen Copy
3 Olson
Sullivan Copy
Terpin
Trout Copy
3 Wak[illegible]

RECEIVED
AUG 20 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 17, 1979

FILE:

FROM: Bob Aldrich
Traffic Engineer

SUBJECT: Eightmile Creek Bridge
Morrow County
525-1967

TO: Frank Terpin
Location Engineer

Please find accompanying this letter of transmittal, the following material for the above project.

1 Pad containing:

Locating Engineers Statement
Location Narrative Report
Cost Estimate and Quantity Summary
Soils and Geological Exploration Log
Hydralics Checklist

1 Book containing:

"L" Line Transit Note with Ties
"L" Line Level Notes and Three Line Profile
Cross Section Notes

1 Roll Vicinity Map
1 Roll Profile Map
1 Roll Cross-Sections
1 Copy County Assessor's map
1 Sheet project photos

to City-Co - 8 23-79

Returned 8-24-79
Please forward to design
NK

BA:ph
cc H. N. Van Cleave

RECEIVED
AUG 23 1979
LOCATION
SECTION

NARRATIVE REPORT

Willow Creek (Ione) and Eightmile Creek Bridges
Gooseberry Road
Morrow County

HISTORY

The Authourity for Survey was submitted on March 13, 1979 by Roger Lang, Federal Aid Specialist. The field work began on May 13, 1979 and was completed on August 2, 1979. An on site inspection was make with the county Judge and Roadmaster on April 30 and it was decided to replace the structures in the existing location. The city of Ione wanted the structure on Willow Creek moved to a location approximately ½ mile downstream, and petioned the County Court to do this. I met with the Ione city council on May 23 and told them I would do a study of this area and see if it would be feasable. The County Roadmaster and I met with Mr. Ladd the owner of the property where the city wanted the structure relocated on May 30. Mr. Ladd objected to the structure on his property for a number of reasons and denied me access to the property. I attended the Ione Council Meeting on June 5 and told them of Mr. Ladds objections and that I felt the cost of the structure in the new location would greatly exceed the monies available. They then gave their approval to replace the structure in the same location. The county approved the vicinity maps for both structures on August 1, 1979 and the city approved Willow Creek on August 7, 1979.

TYPICAL SECTION

Roadway width on both structures will be 28'.

HORZONTAL / VERTICAL ALIGMENT

No change from the existing structures on horizonal aligment. The grade was raised at Willow Creek to increase the waterway.

CONSTRUCTION EASEMENT

An easement will be required from School District No. 35 for the construction of a detour on the Willow Creek Bridge and from CR or DC Mc Elligott etal for construction of a detour on Eightmile Creek. No other property will be required. Court will obtain the required easements.

MATERIALS

Approximately 300 cy of excavation will be required at Willow Creek. This material can be wasted approximately 200 ft upstream. Four-hundred cy of class 700 Rip rap will be required at Willow Creek.

AWARD OF CONTRACT

These structures were originally programed to be let individually but I recomend that they be combined into one project. This would greatly reduce the amount of coordination required between the contractor and the county. And I am sure it would reduce the overall cost of the project.

DETOUR

A detour will be required at both locations. These will be built and maintained by the county.

MATERIAL SOURCES

At the present time no State or County sources have been set-up for this project

UTILITY RELOCATION

Pacific Northwest Bell has a buried cable at Eightmile Creek and this will have to be relocated during construction. An abandoned irrigation ditch belonging to Elmer Ladd will be destroyed during construction at Willow Creek.

The following work will be performed by Morrow County at no cost to the State or Federal Government:

1) Build, maintain and remove after construction, the detours at both Willow Creek and Eightmile bridges.

2) Furnish, install and maintain barricades and all required construction Signing.

3) Reconstruct the roadway approaches at both locations.

The following work will be done by Pacific Northwest Bell:

1) Relocate cable outside of excavation limits.

2) Attach cable conduit to structure after construction is complete.

The following work shall be performed by the State:

1) Construction Engineering.

2) All Construction Inspection.

3) Preparation and submission of all estimates to include the semi-final estimate and supporting documents.

STATE HIGHWAY DEPARTMENT

QUANTITY SUMMARY & COST ESTIMATE

Section Eightmile Creek Bridge Sheet ___ of ___ Sh

Highway FAS B560, Ione-Gooseberry Road Unit Eightmile Creek Bridge

Length ___ Engineer: H N Van Cleave County Morrow Prefix 525-1067

Draftsman ___ Date 7/26/79

Grading and Surfacing Items

Item No.	Spec	Item	Unit	Quantity	Price	Amount
1		Mobilization	9%			5,000
2		Bridge Removal			500	500
3		Structure Excavation	cu yd	300	12	3,600
4		Class A Concrete	cu yd	86	300	25,800
5		4 X 20 Slabs	each	7	1,500	10,500
6		Metal Reinforcement	lb	13,000	.50	6,500
		Bridge Rail	linear ft	40	50	2,000
		Guard Rail	linear ft	150	20	3,000
						56,900
				+20%		11,380
				Grant total		$ 68,280

7091 FASB560

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: August 1, 1979

In reply refer to: HPD.2-OR

SUBJECT: Project Assessment
Oregon Project RS-B560(2)
Eightmile Creek Bridge
Ione-Gooseberry Highway
Morrow County

FROM : G. L. Green, Division Administrator

TO : Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project assessment submitted with your April 30, 1979, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hosmer
for G. L. Green

cc:
ODOT (Proj Mgmt)
OSHD (Reg 5, Env)

Environmental Section
August 2, 1979

cc:
- D. H. Moehring
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- F. E. Terpin (3)
- George Bell
- Surfacing Design
- W. E. Schwartz
- H. W. Oswald
- Vernal Moore
- John Preston
- B. L. Gifford (2)
- Don Keyes (8)

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 0 3 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B560(2)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 30, 1979

Section Eightmile Creek Bridge

Unit (if appl)

County Morrow

City

Highway Ione - Gooseberry

State Hwy. No.

Termini: M.P. (if appl) Fed. Aid Rt. No. B560

Length

Region 5

Construction Estimate $96,600
Program Amount

B. Purpose of Project: To replace bridge over Eightmile Creek, severely damaged by flooding February 1979.

C. Origin & History of Project: Severe flooding occurred during February and heavily damaged the bridge over Eightmile Creek on the Ione-Gooseberry Road. Most of the bridge collapsed, but emergency repairs have provided a temporary very narrow one way traffic lane. The existing bridge is beyond economic repair and requires immediate replacement. This project has top priority of the County.

D. General Description of Project: The proposed project calls for the construction of a prestressed concrete slab span bridge with a design speed of 50 mph. The proposed bridge would be 40 feet long and 28 feet in width, with two 10 foot travel lanes and two four foot shoulders

Alignment: New XX Existing Combined

Typical Section: Existing: No. Lanes ; Med. n/a ; Shldrs. ; Parking

Proposed: No. Lanes ; Med. n/a ; Shldrs. ; Parking

Traffic: Existing Facility: Existing ADT ; Projected ADT ; Yr.

Existing Level of Service

Proposed Facility: Projected ADT ; Yr.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No
Construction easement only
Acres <1 ; Type of Relocation Req. none ; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Reinforced concrete

Brief Description of River or Stream and Type of Involvement, if any: Eightmile Creek is an intermittent water course, which flows only following an intensive period of rain--usually thunderstorm activity. No in water construction will be required. However, a construction easement is anticipated, and will be obtained by the County at no cost.

Local City, County of COG priorities of project;

Top priority by the County.

FHWA and/or OSHD approvals given, if any:

Highway Division approval as per H. S. Coulter's signature of March 19, 1979.

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments: The construction of a bicycle path is not feasible due to the isolation of the rural ranch--wheat farming area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural**: The project is located in a ranching--dry farming area of Morrow County, in the North-Central Oregon Plateau subdivision of the Columbia Basin. The area is characterized by a smooth to rolling surface, through which a number of intermittent streams such as Eightmile Creek have cut small canyons. Along the sloping walls of the canyons, basaltic out-croppings are exposed. The area is semiarid in nature, but heavy precipitation from localized thunderstorms is common. Such "flash floods," can result in significant damage to the structures and activities of man. Except in the canyon areas, natural vegetation (sage--short grass associations) has been replaced by wheat cultivation. In the larger canyons (with a more permanent water supply), some irrigated forage crops are grown.

2. **Cultural**: Located approximately 10 miles south of Ione, the project area is decidedly rural in nature. The economy of the area is dependent on dry farming (wheat) and livestock production. Agricultural operations are large in size, with farmsteads being widely scattered. There are no dwellings or other structures in the project area. Roads (farm to market) are few in number and scattered throughout the area. For this reason even though the Ione-Gooseberry Road is typlified by relatively low traffic, it is important to the agricultural economy of the Morrow County area, providing the major link and accessibility to a large agricultural area south of Ione. A telephone cable runs through the area and will be attached to the new structure.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Construction easement only--it will be obtained by the County.

2. Estimated Impact on Traffic Patterns:

None--low traffic.

Consequences--Air Quality, Noise, Safety, etc.:

No impact on air and noise. Safety will be improved, as the existing bridge has collapsed from flood damage.

3. Estimated Impact on Land Use:

N/A

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

Not a live stream--no adverse impact

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans N/A

b. Noise Standards A noise study report is required.

c. Water Quality Standards N/A

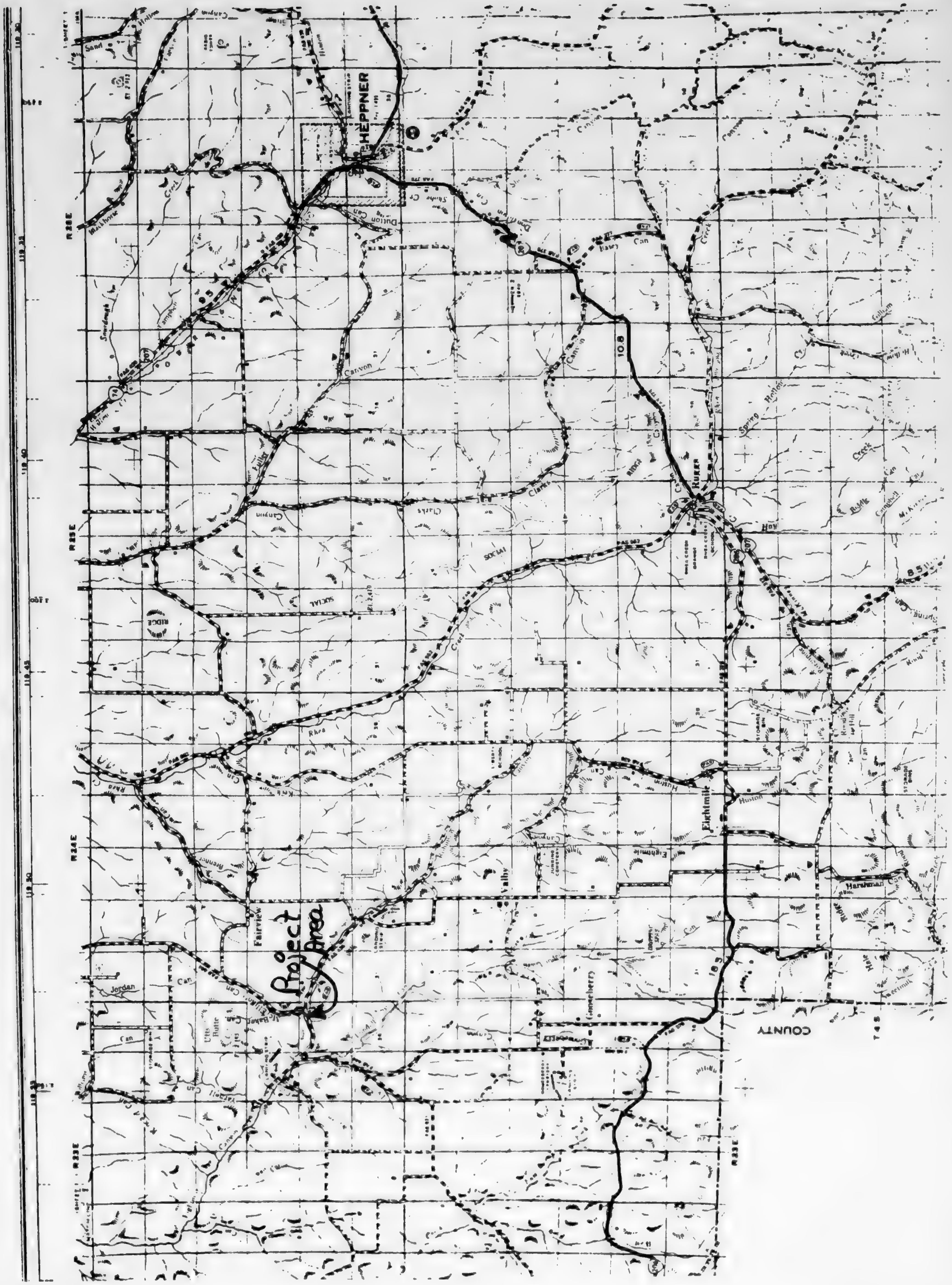
d. Area Land Use and Transportation Plans, and Zoning N/A

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION------
SIGNIFICANT:	NON-SIGNIFICANT:	
___ D& FEIS	___ D& F Neg. Dec.	XX ASSESSMENT ONLY
___ Section 4 (f)	___ Section 4 (f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Emergency bridge replacement only. Lack of live stream, construction easement only, and no adverse impacts on the physical and human environment renders a non-major--assessment only classification.

D. Recommended Project Category: ___ 1 ___ 2 XX 3 ___ 4


HEPPNER
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Willow
Canyon
Hinton
Shobe
Dutton Can
Balm
Creek
Sourdough
Campbell
Willow
Canyon
Canyon
Canyon
Hawk Can
Creek
Canyon
10.8
Gilliam
Spring Hollow
Creek
Clarks
Clarks
Canyon
Kuhn
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Campbell
8.5
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Eightmile
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Fairview
Project Area
Jordan
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Little Butte
Mc Baker Can
Valby
Gooseberry
Harshman Can
Ridge
Hale
Sixmile
18.9
COUNTY
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OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT - HWY DIV

PROJECT TITLE: Willow Creek Bridge MORROW

DATE: June 5, 1979

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
JUN 8'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
W. E. Schwartz, Reg. 5
H. W. Oswald, Dist. 12

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7904 2 520

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

5-7-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #:____________________ Due Date:____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Fish Wildlife By

PNRS 7905-2-570

The Oregon Department of Fish and Wildlife has no objections to the Eightmile Creek Bridge replacement project in Morrow County providing the following conditions are observed during construction:

1. Adequate measures are taken to minimize turbidities which could result from construction.

2. No pollutants of any type, especially but not limited to petroleum products, fresh concrete and silt, are allowed to enter the waterway.

3. Soils disturbed by the project are stabilized and revegetated.

4. All project debris is removed form the stream.

5. Please coordinate the planning and implementation of this project with our district fish and wildlife biologists. They are Jim Phelps (Fish) Rt. 1 Box 18, Pendleton, OR. 97801, 276-2344 and Glen Ward (Wildlife) Box 284, Heppner, OR. 97836, 676-9195.

Van Cleave
Harwell ✓

```
05/04/79                             -16-                                               PMS-V85

                            OREGON STATE HIGHWAY DIVISION   CUR    ENGR  MATCHING   PLANNING
                            SCHEDULE OF CONTRACT LETTINGS   PROG           SHARE    ESTIMATE

                  F3QTR80   JAN-FEB-MAR, 1980 - CONTINUED

 10 ROCK CREEK BRIDGES (3)----------------------------FAS-C             PC     34,394    580,000
     0505, FAS-A756 KEASEY RD., COLUMBIA CO, STRUCTURES                        34,394

 11 WILLOW CREEK BRIDGE-------------------------------FAS-C                     5,574     94,000
     0525, FAS-B560,IONE/GOOSEBERRY RD., MORROW CO, G-P-STR.                    5,574

 12 EIGHTMILE CREEK BRIDGE----------------------------FAS-C                     5,159     87,000
     0525, FAS-B560,IONE/GOOSEBERRY RD., MORROW CO, G-P-STR.                    5,159

  JCT. THREE MILE LANE AND SALMON RIV. HWY.---------FAUS                       21,703    366,000
     0736, FAU-4430, AIRPORT RD., YAMHILL CO, GRADE-PAVE                       21,703

                                  T (NEWBERG)-------FAUS                       21,763    367,000
                                  ,, YAMHILL CO, G-P-SIGN-STRIPE               21,763

                                  RD.---------------FAUS                       52,006    877,000
                                  ST.), MARION CO, G-P-SIGNALS                 52,006

                                  .IS)--------------FAUS                       18,264    308,000
                                  .P                                           18,264

                                  RANTS PASS)-------FAUS                       14,172    239,000
                                   JOSEPHINE CO, G-P-SIGN                      14,172

                                  .(THE DALLES)----FAUS                        14,054    237,000
                                  WASCO CO, GRADE-PAVE                         14,054

                                  .-----------------ROS COMB                    8,000     80,000
                                  .ACKAMAS CO, G-P-GUARDRAIL

                                  GRESHAM)---------HES              80          6,000     60,000
                                  .IGNALS

                                  ER RD.(DAMASCUS) HES              80          3,500     35,000
                                  MAS CO, SIGNALS-LT. TURN

                                  ND)--------------FAI-X            81        420,320  2,960,000
                                  5, MULTNOMAH CO, G-P-STRS-SIGS-ILL-SN
```

FLOOD DAMAGED
Too damn far away - we need to move faster.

6-1-79
Prange - would you see if these can be moved forward on the proposed schedule if appropriate (feasible) at next weeks meeting?
Thanks
Don K.

1.0 - FS
.5 - RD
5.0 - RA
5.0 - PS
11.5 mos.

Called Roger [illegible] 6/1/79. From [illegible] [illegible] be in Salem [illegible] 1-2 weeks. Told him to make [illegible] [illegible] letter of Trans [illegible]

ROUTING SLIP — Date: 6-1-79

DEPARTMENT OF TRANSPORTATION

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equi[illegible] Shops & Storeroom
Finan[illegible] [illegible]
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION: ~~Harwell~~ HAL

FROM: Roger

COMMENTS: I'm going to push Van Cleave to the limit.
R

Form 731-0022 (1/79)

May 16, 1979

Morrow County Court
Courthouse
Heppner, OR 97836

Attention: Sadie Parrish
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7021

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Willow Creek and Eightmile Creek Bridges on the Ione-Gooseberry Road in Morrow County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 7, 1979

TO: Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Eightmile Creek Bridge
Highway: Ione-Gooseberry Co. Rd., RS-B550
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 7, 1979.

BLG: dmc
Attachments

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5: W. E. Schwartz
District 12: H. W. Oswald
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAY 11 '79
REFER TO

FOR

Info	Inves	R/D	D/B	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 ODOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Eightmile Creek Bridge

11	12] PROJECT LOCATION—CITY Ione-Gooseberry Co. Rd. RS-B550	PROJECT LOCATION—COUNTY Morrow	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace bridge over Eightmile Creek, severely damaged by flooding Feb. 1979.

06 12] The proposed project calls for the construction of a prestressed concrete slab [71

07 12] span bridge with a design speed of 50 mph. The proposed bridge would be 40 feet [71 long and 28 feet in width, with two 10 ft. travel lanes and two four foot

08 12] shoulders. [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	85,360		5,820	5,820		97,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways

15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: May 7, 1979	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	June	7	1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 7, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

BS-B560(2)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 30, 1979

Section Eightmile Creek Bridge

Unit (if appl) ____

County Morrow

City ____

Highway Ione - Gooseberry

State Hwy. No. ____

Termini: M.P. (if appl) Fed. Aid Rt. No. B560

Length ____

Region 5

Construction Estimate $96,600
Program Amount

B. Purpose of Project: To replace bridge over Eightmile Creek, severely damaged by flooding February 1979.

C. Origin & History of Project: Severe flooding occurred during February and heavily damaged the bridge over Eightmile Creek on the Ione-Gooseberry Road. Most of the bridge collapsed, but emergency repairs have provided a temporary very narrow one way traffic lane. The existing bridge is beyond economic repair and requires immediate replacement. This project has top priority of the County.

D. General Description of Project: The proposed project calls for the construction of a prestressed concrete slab span bridge with a design speed of 50 mph. The proposed bridge would be 40 feet long and 28 feet in width, with two 10 foot travel lanes and two four foot shoulders

Alignment: New XX Existing ____ Combined ____

Typical Section: Existing: No. Lanes ____; Med. n/a ; Shldrs. ____; Parking ____

Proposed: No. Lanes ____; Med. n/a ; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT ____; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No
Construction easement only
Acres <1 ; Type of Relocation Req. none ; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Reinforced concrete

Brief Description of River or Stream and Type of Involvement, if any: Eightmile Creek is an intermittent water course, which flows only following an intensive period of rain--usually thunderstorm activity. No in water construction will be required. However, a construction easement is anticipated, and will be obtained by the County at no cost.

Local City, County of COG priorities of project;

Top priority by the County.

FHWA and/or OSHD approvals given, if any:

Highway Division approval as per H. S. Coulter's signature of March 19, 1979.

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments: The construction of a bicycle path is not feasible due to the isolation of the rural ranch--wheat farming area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in a ranching--dry farming area of Morrow County, in the North-Central Oregon Plateau subdivision of the Columbia Basin. The area is characterized by a smooth to rolling surface, through which a number of intermittent streams such as Eightmile Creek have cut small canyons. Along the sloping walls of the canyons, basaltic out-croppings are exposed. The area is semiarid in nature, but heavy precipitation from localized thunderstorms is common. Such "flash floods," can result in significant damage to the structures and activities of man. Except in the canyon areas, natural vegetation (sage--short grass associations) has been replaced by wheat cultivation. In the larger canyons (with a more permanent water supply), some irrigated forage crops are grown.

2. Cultural: Located approximately 10 miles south of Ione, the project area is decidedly rural in nature. The economy of the area is dependent on dry farming (wheat) and livestock production. Agricultural operations are large in size, with farmsteads being widely scattered. There are no dwellings or other structures in the project area. Roads (farm to market) are few in number and scattered throughout the area. For this reason even though the Ione-Gooseberry Road is typlified by relatively low traffic, it is important to the agricultural economy of the Morrow County area, providing the major link and accessibility to a large agricultural area south of Ione. A telephone cable runs through the area and will be attached to the new structure.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Construction easement only--it will be obtained by the County.

2. Estimated Impact on Traffic Patterns:

None--low traffic.

Consequences--Air Quality, Noise, Safety, etc.:

No impact on air and noise. Safety will be improved, as the existing bridge has collapsed from flood damage.

3. Estimated Impact on Land Use:

N/A

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

Not a live stream--no adverse impact

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans N/A

b. Noise Standards A noise study report is required.

c. Water Quality Standards N/A

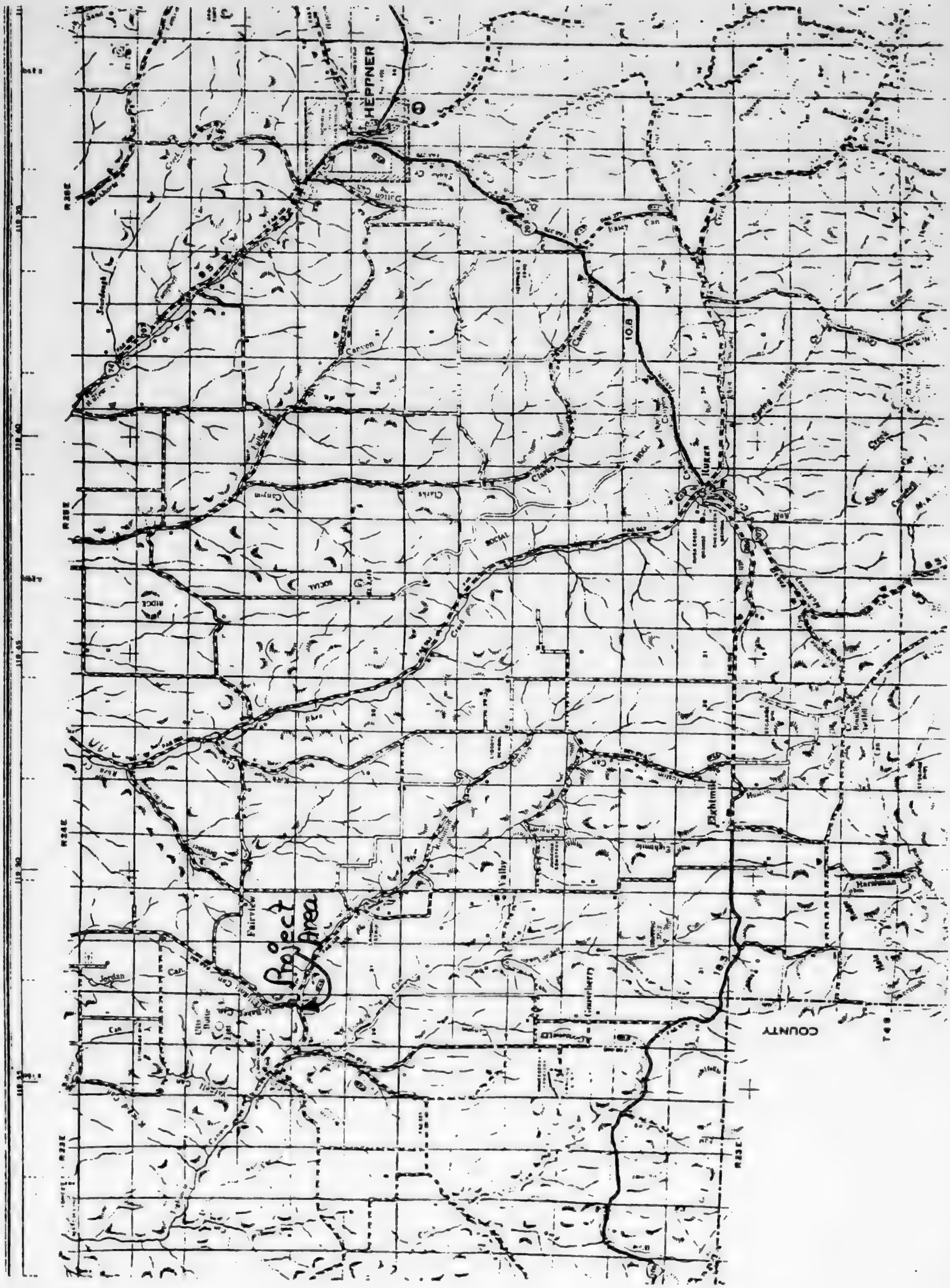
d. Area Land Use and Transportation Plans, and Zoning N/A

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION------
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	XX ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Emergency bridge replacement only. Lack of live stream, construction easement only, and no adverse impacts on the physical and human environment renders a non-major--assessment only classification.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


HEPPNER
Ruggs
Eightmile
Fairview
Jordan
Social
Ridge
Clarks
Canyon
Rhea
Valley
Hardman
COUNTY
Project Area

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 25, 1979

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attn: Honorable D. O. Nelson
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Eightmile Creek (Ione-Gooseberry Rd.) Br., FAS B560, RS-B560(2) and for the Willow Creek (Ione-Gooseberry Rd.) Br., FAS B560, RS-B560(3).

Financial sharing of the preliminary engineering is:

Est. Total PE Costs	$26,000.00
Less Bridge Design	6,000.00
Remaining PE Costs	$20,000.00
Federal Funds	17,600.00
BALANCE	$ 2,400.00

Local Share:
1/2 of $2,400.00 = $1,200.00

Please make your check in the amount of $1,200.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer
Local Government Engineer

HR:pf

Did not send -
Less than $250 -
include with construction
advance deposit

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 18, 1979

The Honorable D. O. Nelson
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Surface Repair, Flood Damage, FAS Routes B 456, B 560, and B 562.

Enclosed is a copy of a letter from the Federal Highway Administration concerning your request to utilize FAS funds, under a County Force Order, for surface restoration on the above described routes. These funds are not being approved as their evaluation is that the damage falls in the heavy maintenance category. The Eightmile Creek Bridge and Willow Creek (Ione) Bridge are eligible for funding. We are in the process of programming these projects now.

On April 13, 1979, Mr. Fred B. Klaboe, Director of Transportation, submitted a letter to the Federal Highway Administration requesting emergency funds to assist in covering the costs of damage to roads and bridges in Sherman, Crook, Umatilla, Gilliam, and Morrow Counties.

If we are successful in this endeavor, we will possibly have a chance of recovering some of your extraordinary expense for road repairs and we will reprogram the Eightmile and Willow Creek Bridges.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosure

cc: H. S. Coulter
Gerald Wimer

RECEIVED
STATE HWY ENGR
APR 20 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B560(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90165

COUNTY NAME Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

Copies to
Gifford
Location
Traut
Region 5
N. Reynoldson
G. Latter

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	Secondary B560
4-12-79	4-12-79	STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Eight Mile Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering and One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $13,000
☒ OTHER (Specify) Federal Funds limited to $11,450
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 30, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

Also, as requested in Mr. Swan's March 30, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $86,600 - Federal Funds $76,200 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-12-79		for Division Administrator

PR-1240
8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Oregon State Highway Division

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 5, 1979

The Honorable D. O. Nelson
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Miscellaneous Contracts and Agreements No. 7021, Willow Creek (Ione) Bridge and Eightmile Creek Bridge, Ione-Gooseberry Road, FAS B 560

Enclosed are four copies of a Preliminary Engineering and Construction Finance Agreement concerning the Willow Creek (Ione) Bridge and Eightmile Creek Bridge (identified as one project in the Agreement), Ione-Gooseberry Road, FAS B 560.

Please examine the Agreement carefully and if found to be acceptable, present them for signature at a regular session of the Court and to the County Clerk.

After the Agreements have been signed, return the three blue bound copies to me for further processing.

Your early action will assist us in establishing a construction schedule for these flood damaged structures. Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosures (4)

cc: Gerald Wimer
H. N. Van Cleave

M

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90165
Project No. RS-B560(2)
Eightmile Creek Bridge Section
Morrow County

Attached is data for the subject project.

We request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 para. 10e.

2) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $13,000 with an obligation of $11,450 in federal funds.

3) Authorization for construction at an estimated total cost of $86,600 with an obligation of $76,200 in federal funds.

CL:dmc
Attachment
cc: W. E. Schwartz, Reg. 5
H. Reynoldson

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA** *(PPM 21-1)*
DATE SUBMITTED TO W.O.	March 30, 1979	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approx. 9 mi. S.W. of Ione 21 65	**ADT**	PRESENT 20 DHV 3	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., One Bridge 24 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER B560(2) 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Morrow		COD 04 (14)
	NAME OF URBAN AREA --- 17	ROUTE NO. S	FEDERAL-AID B560 (32)	STATE Co. Rd. (36) (37)

U.S.: ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.008	13,000	11,450	950	600 (Co.)
5					**ROW**							
5					**CONST** (CODE) X030		"Eightmile Creek Bridge Section"	0.008	86,600	76,200	5,200	5,200 (Co.)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.008	99,600	87,650	6,150	5,800 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

OV

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 30, 1979

CT LOCATION (45 typewriter spaces) Rd., Approx. 9 mi. S.W. of Ione 65	ADT	PRESENT 20 DHV 3	FUTURE --- (68) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)
							APPN CODE 075 (4) (9)
							ITEM NO. 90165 (14) (18)

ORK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER

PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
RS- 14 23	B560(2) 7 13	(24) (26)	27

COUNTY NAME Morrow CODE 049 (14) (16)

ROUTE NO. S | FEDERAL-AID B560 (32) | STATE Co. Rd. (36) (37) | U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.008	13,000	11,450	950	600 (Co.)	
W								
NST DE) 20		"Eightmile Creek Bridge Section"	0.008	86,600	76,200	5,200	5,200 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-None.
CL		PROJECT TOTALS	0.008	99,600 (16) (23)	87,650 (24) (33)	6,150	5,800 (Co.)	

OVAL DATES

REMARKS

over

USCOMM DUSCOMM-DC 46905-P61

Eightmile Creek Bridge Section
Project No. RS-B560(2)

Existing Facility: Bridge No. 10903 - 40 foot reinforced concrete with 24-foot roadway (severly damaged by unusually high water runoff).

Adjacent Sections: 20-foot oil surface roadway with 4-foot shoulders.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including archeological salvage.
2) Remove existing structure and construct on existing alignment a 40-foot prestressed concrete slab span bridge with 28-foot roadway and approach roadways.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: There is a private airstrip located 1 mile northwest of the project.

FHPM 4-1-4 Requirements:
State Clearinghouse - Exempt from A-95 review under working agreement.
District 12 Clearinghouse - It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its district or both it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work involved is such that it will not adversely affect decisions of the other public work involved activities of concern to the clearinghouse agencies.

FHPM 7-7-2 Requirements: Nonmajor action project under the provisions of paragraph 10e.

FHPM 7-7-5 Requirements: In accordance with the Oregon Action Plan Federal Regulations and Statutes.

NOTE: This project is in Congressional District No. 2.

90 11

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

cy Gerald Wimer
Buzz Swan
H. N. Van Cleave

Note - Assessment has been prepared in case it is needed

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 28, 1979

Section Eightmile Cr. (Rhea Cr. Jct.) Br.

Unit (if appl)

County Morrow

City

Highway Ione - Gooseberry

State Hwy. No.

Termini: M.P. (if appl) Fed. Aid Rt. No. B560

Length

Region 5

Construction Estimate $96,600
Program Amount

B. Purpose of Project: To replace bridge over Eightmile Creek, severely damaged by flooding February 1979.

C. Origin & History of Project: Severe flooding occurred during February and heavily damaged the bridge over Eightmile Creek on the Ione-Gooseberry Road. Most of the bridge collapsed, but emergency repairs have provided a temporary very narrow one way traffic lane. The existing bridge is beyond economic repair and requires immediate replacement. This project has top priority of the County.

D. General Description of Project: The proposed project calls for the construction of a prestressed concrete slab span bridge with a design speed of 50 mph. The proposed bridge would be 40 feet long and 28 feet in width, with two 10 foot travel lanes and two four foot shoulders

Alignment: New XX Existing Combined

Typical Section: Existing: No. Lanes 2-10'; Med. n/a; Shldrs. 4'; Parking

Proposed: No. Lanes 2-10'; Med. n/a; Shldrs. 4'; Parking

Traffic: Existing Facility: Existing ADT; Projected ADT; Yr.

Existing Level of Service

Proposed Facility: Projected ADT; Yr.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No
Construction easement only
Acres <1 ; Type of Relocation Req. none ; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Reinforced concrete

Brief Description of River or Stream and Type of Involvement, if any: Eightmile Creek is an intermittent water course, which flows only following an intensive period of rain--usually thunderstorm activity. No in water construction will be required. However, a construction easement is anticipated, and will be obtained by the County at no cost.

Local City, County of COG priorities of project;

Top priority by the County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments: The construction of a bicycle path is not feasible due to the isolation of the rural ranch--wheat farming area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located in a ranching--dry farming area of Morrow County, in the North-Central Oregon Plateau subdivision of the Columbia Basin. The area is characterized by a smooth to rolling surface, through which a number of intermittent streams such as Eightmile Creek have cut small canyons. Along the sloping walls of the canyons, basaltic out-croppings are exposed. The area is semiarid in nature, but heavy precipitation from localized thunderstorms is common. Such "flash floods," can result in significant damage to the structures and activities of man. Except in the canyon areas, natural vegetation (sage--short grass associations) has been replaced by wheat cultivation. In the larger canyons (with a more permanent water supply), some irrigated forage crops are grown.

2. Cultural: Located approximately 10 miles south of Ione, the project area is decidedly rural in nature. The economy of the area is dependent on dry farming (wheat) and livestock production. Agricultural operations are large in size, with farmsteads being widely scattered. There are no dwellings or other structures in the project area. Roads (farm to market) are few in number and scattered throughout the area. For this reason even though the Ione-Gooseberry Road is typlified by relatively low traffic, it is important to the agricultural economy of the Morrow County area, providing the major link and accessibility to a large agricultural area south of Ione. A telephone cable runs through the area and will be attached to the new structure.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Construction easement only--it will be obtained by the County.

2. Estimated Impact on Traffic Patterns:

None--low traffic.

Consequences--Air Quality, Noise, Safety, etc.:

No impact on air and noise. Safety will be improved, as the existing bridge has collapsed from flood damage.

3. Estimated Impact on Land Use:

N/A

Consequences:

N/A

4. Expected Impact on Natural Ecological Resources:

Not a live stream--no adverse impact

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans N/A

b. Noise Standards N/A

c. Water Quality Standards N/A

d. Area Land Use and Transportation Plans, and Zoning N/A

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------		----NON-MAJOR ACTION------
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D& FEIS	____ D& F Neg. Dec.	XX ASSESSMENT ONLY
____ Section 4 (f)	____ Section 4 (f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Emergency bridge replacement only. Lack of live stream, construction easement only, and no adverse impacts on the physical and human environment renders a non-major--assessment only classification.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

STATE OF OREGC **INTEROF CE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: March 19, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: FAS-C Bridge Construction (2)
Morrow County

Morrow County is requesting the construction of two concrete bridges. Both are on the Ione-Gooseberry Road. The one over Willow Creek is to be approximately 45 feet long with a roadway 28 feet in width. The other is over Eightmile Creek and is to be approximately 40 feet long with a roadway 28 feet wide. The approaches are to be included in the contract. The additional Right-of-Way is to be the responsibility of the County. Engineering by State. See attached sketch for location. In summary:

Jurisdiction	Section	Total Funds	Fed Funds	State Funds	County Funds
Morrow Co.	Willow Creek (Ione-Gooseberry Rd.) Br. FAS B560	$104,300	$ 91,800	$ 6,250	$ 6,250
Morrow Co.	Eightmile Creek (Ione-Gooseberry Rd.)Br. FAS B 560	96,600	85,000	5,800	5,800
	TOTALS	$200,900	$176,800	$12,050	$12,050

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C Program. I recommend your approval and request you authorize this project under delegated authority.

However, since these bridges were destroyed by severe early spring run off, the County would prefer to use ER Funds should these funds become available.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 3/19/79

Also consider SPR funds if available as appropriate. —

[illegible]

HR:pf
Attachment

81-125-1387

ASSOCIATION OF OREGON COUNTIES

PRESIDENT GEORGE CALVERT — JOSEPHINE COUNTY
FIRST VICE PRES. • EARLE C. MISENER — UNION COUNTY
SECOND VICE PRES. • STAN SKOKO — CLACKAMAS COUNTY
TREASURER • F. E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.
P.O. BOX 12729
SALEM, OREGON 97309
(503) 585-8351

P. JERRY ORRICK, EXECUTIVE DIRECTOR

March 19, 1979

Mr. Gerald Wimer
Local Government Manager
Department of Transportation
Room 207
Salem, OR 97310

Re: Morrow County Flood Damage Repairs
Utilizing FAS-C Funds

Dear Jerry:

The AOC Board of Directors this date authorized the advancement of approximately $232,400 of Morrow Counties allocation of FAS-C funds to correct recent storm damage on:

1. Eight-mile Creek (Rhea Creek Junction) Bridge Section of FAS B560 where a new structure is proposed at an estimated $96,600.

2. The Willow Creek (Ione) Bridge Section of FAS B560 where a new structure is proposed with an enlarged channel at an estimated $104,300.

3. County Force Order Number 1 to restore 4½ miles of washed out oil mats greater than 1,000 feet in length on FAS routes B546, B560 and B562 at an estimated $31,500.

The Boards approval was based upon:

1. Morrow County is number 16 on the FAS-C priority list with a reserve of $33,000 and receiving $65,000 of federal funds annually.

2. That these projects estimated to cost approximately $232,400 can be advanced as rapidly as the paper work and engineering can be performed.

3. The AOC Technical Advisory Committee will review this matter Thursday, March 22, and hopefully support the board in its action. You may proceed as though they concur.

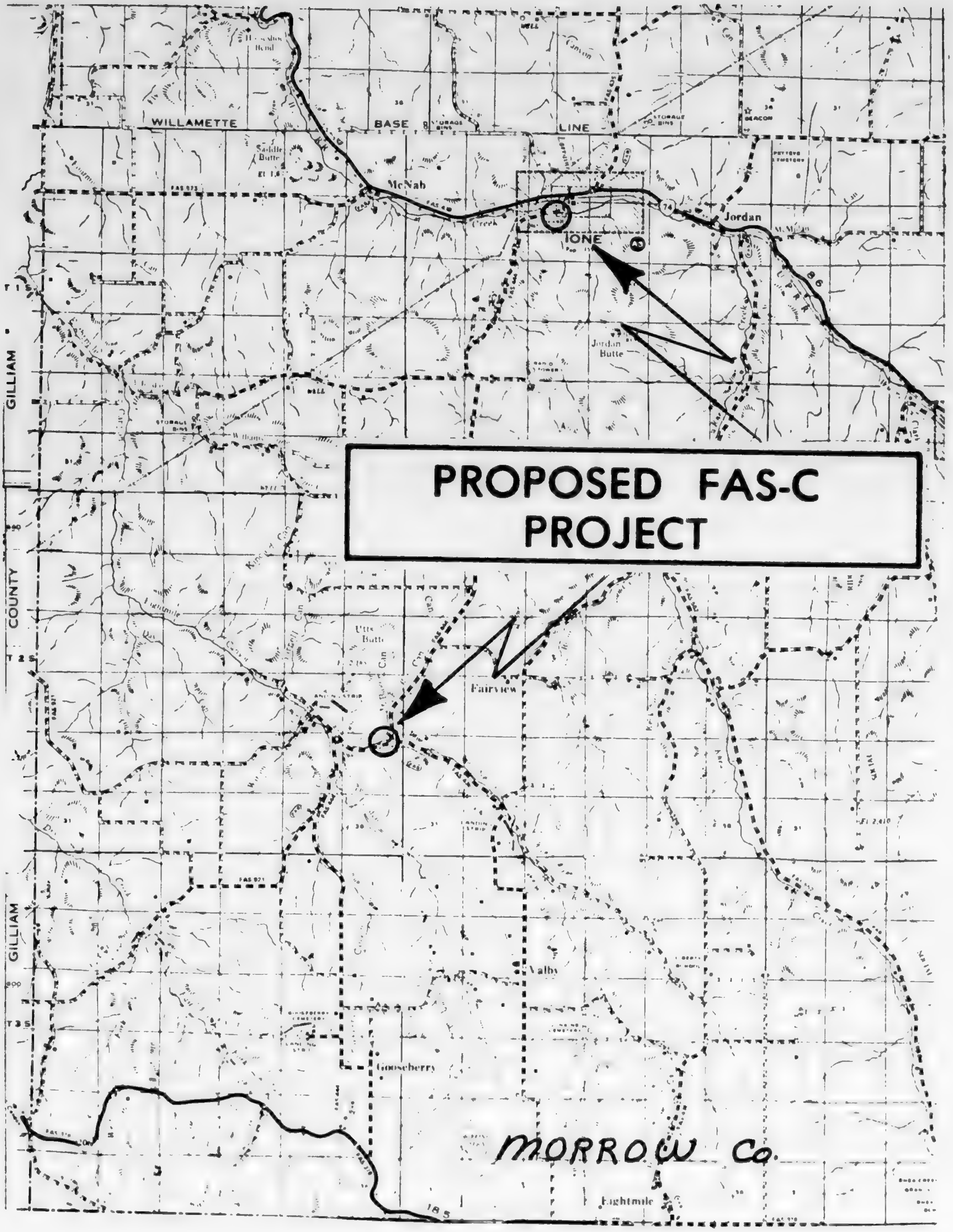
Sincerely,

Bill Penhollow
Executive Assistant

1p cc H. S. Coulter
[illegible] 3-19-79 JH [illegible]

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
MAR 19 1979

File: PM FA
TAA [illegible] LG OP


WILLAMETTE BASE LINE
Saddle Butte
McNab
IONE
Jordan
UPRR
86
74
Jordan Butte
GILLIAM COUNTY
T2S
Utts Butte
Fairview
GILLIAM
T3S
Valby
Gooseberry
Eightmile
185

PROPOSED FAS-C PROJECT

MORROW Co

Form 81-734-3039

ECR 2201

14

12

Book Cy

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Eightmile Creek Bridge

Date March 13, 1979

Highway FAS B560, Ione-Gooseberry Road

Authorization No. 1

County Morrow

Survey Prefix 525-1967
(Assigned by Salem office)

Description of termini, route, length, etc.:

About 9½ miles south of Ione, just west of Rhea Creek Road Junction, at stream crossing of Eightmile Creek.

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA APR 19 1979 ☐

RECEIVED
REGION 5 OFFICE

AD 620

Bridge design at no cost to County.

Needs separate prefix for proper accounting

Approved by Coulter
3-19-79

Purpose of survey: NO FAS-C Funds or County match involved in Br. Design

RCL

Prepare plans, specifications and estimate of cost.

RS-B560(2)
4-12-79

Field Survey	901	3,800
Final Design	905	1,000
Bridge Design	~~906~~	~~3,000~~
Liason	913	200
Utility	914	250
Location & Hyd.	918	1,000
Specifications	921	750
Found. Expl.	926	3,000

Estimate of cost:

← No — should not be under Survey prefix

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~13,000~~ 10,000

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Submitted by:
Roger C. Lang
Region Federal Aid Engineer
Field Engineer

Recommended for Approval:
Region Engineer

Recommended for Approval:
Frank E. Turpin
Location Engineer

Approved:
Assistant State Highway Engineer

cy F.E. Terpin
Gerald Wimer
Region

Form 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Section Spot Restoration of Surface

Date March 13, 1979

Highway FAS Routes B456, B560 and B562

F.A.P. No. ....

County Morrow

Prefix .... Account No. ....

Description of Work To Be Done:

Monitor work performed by County.

Location by Station Numbers:

Various locations as shown on inventory and sketch map.

Estimate of Quantities and Costs:

Labor and Equipment	$3,150

Explanation:

Work performed under County Force Order No. 1.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $............

Present estimate of project cost, including $............ for work under this order $............

Expected under-run / over-run (amount) . . . . . . $............

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Roger C Lang
Region Federal Aid Engineer
Resident Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approval Recommended: .... Regional Engineer

Approved: .... Construction Engineer

SP*79602-734

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. 1

F. A. Project No. ______ Date March 12 1979

~~Street~~ FAS Routes B456, B560, B562, Spot Restoration

County Morrow Prefix ______ Account No. ______

Description of work to be done:

Restoration of roadbed and surface on the above routes which is a result of abnormal run-off.

Total Length of affected areas 4.7 miles ±.

Location: Sta. to Sta. or MP to MP

Estimate of quanities and costs:

Labor	$ 6,700
Equipment Rental	4,800
Materials	20,000
Total Est. Cost	$ 31,500

Explanation:

Morrow County is requesting advancement of F.A.S. funds to restore roadbed and surface of FAS Routes which have been damaged severely because of heavy run-off which began February 6. Governor has declared Morrow County as Disaster Area.

County is requesting use of County Forces to make the repairs as they have adequate men and equipment available to start upon approval. The small work areas and scope of the work does not lend its self to Contract.

Submitted by ______ (County) Morrow Co.

Approved ______ (OSHD)

Roger C. Lang
Federal Aid Engr.

Approval Recommended
Region Engr.

(Form ER-2b)

Attachment #1

Sanford Canyon
road washout
Base, grade & [illegible] surface

List County Crew	No. Hours	Rate	Total
Foreman	16	7.50	120.00
Truck Drivers	120	6.84	820.80
Laborers			

Fringe Benefits [illegible]

List County Equipment	Size	No. Hours	Rate	Total
		[illegible]	10	[illegible]
Trucks	6			[illegible]
Grader, etc.	[illegible]			
Loader	4		10	160
Grader				320
[illegible]				[illegible]
Chip Spreader		5	20	160

*List Equipment to be Rented (Outside Equipment)	Size	No. Hours	Rate	Total
Trucks				
Grader				
Cat				

*Include copy of agreement with equipment owner. Is operator included?

List Material	Quantity	Unit Price	Total

(Form ER-2b)

Attachment #2

Surface repair, reoiling major pavement failures

FAS Routes B560, B456, B562

List County Crew	No. Hours	Rate	Total
Foreman	24	7.50	180.00
Truck Drivers	80	6.84	547.20
Laborers	8	6.84	54.72

Fringe Benefits

Included in above rates

List County Equipment	Size	No. Hours	Rate	Total
[illegible]		[illegible]	[illegible]	[illegible]
Trucks	6 Cu.Yd.	[illegible]	[illegible]	[illegible]
Grader, etc.		[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Loader		[illegible]	[illegible]	[illegible]
Chip spreader		24	[illegible]	[illegible]

*List Equipment to be Rented (Outside Equipment)	Size	No. Hours	Rate	Total
Trucks				
Grader				
Cat				

*Include copy of agreement with equipment owner. Is operator included?

List Material	Quantity	Unit Price	Total

Attachment #2A

Morrow County 3/12/79

Road surface repair Summary

FAS B456
from Jct. Co. 573, [illegible] west, 20' wide, surface restoration.

FAS B560
[illegible]
3 miles ± north of [illegible], [illegible], 20' wide surface restoration.

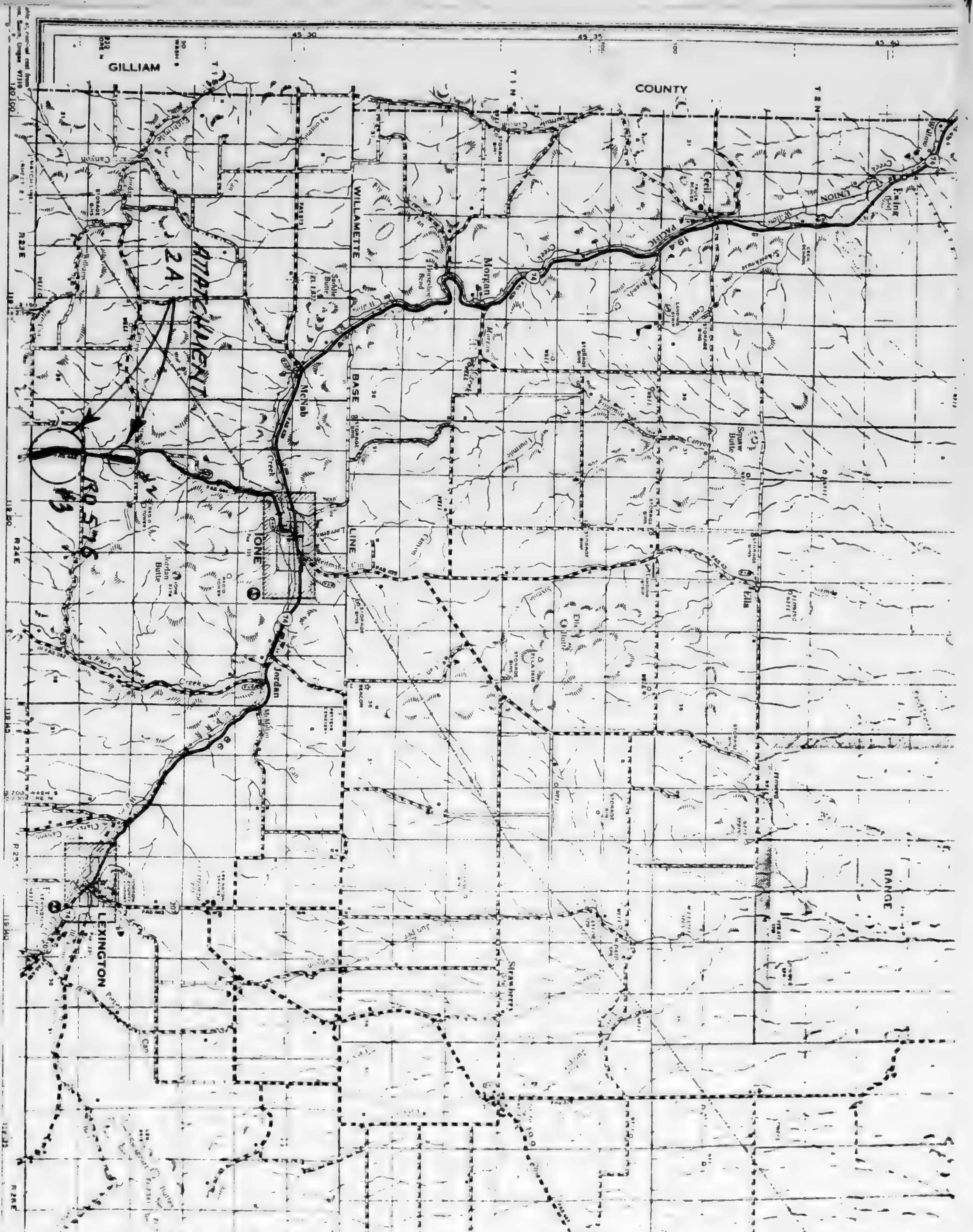
[illegible] miles ± south of Co. 576, [illegible], 20' wide surface restoration.

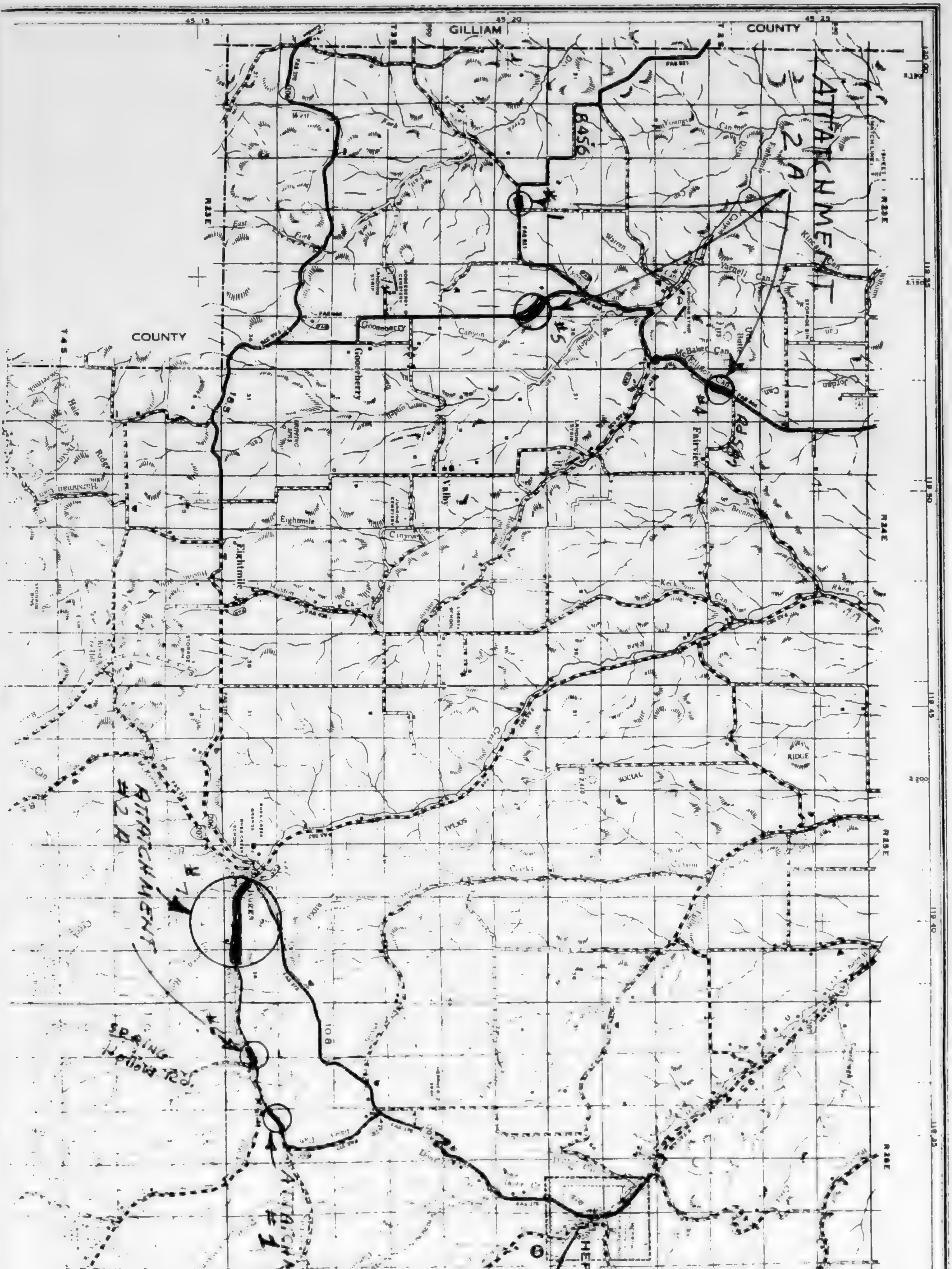
N. Jct 537, [illegible], 20' wide, surface restoration.

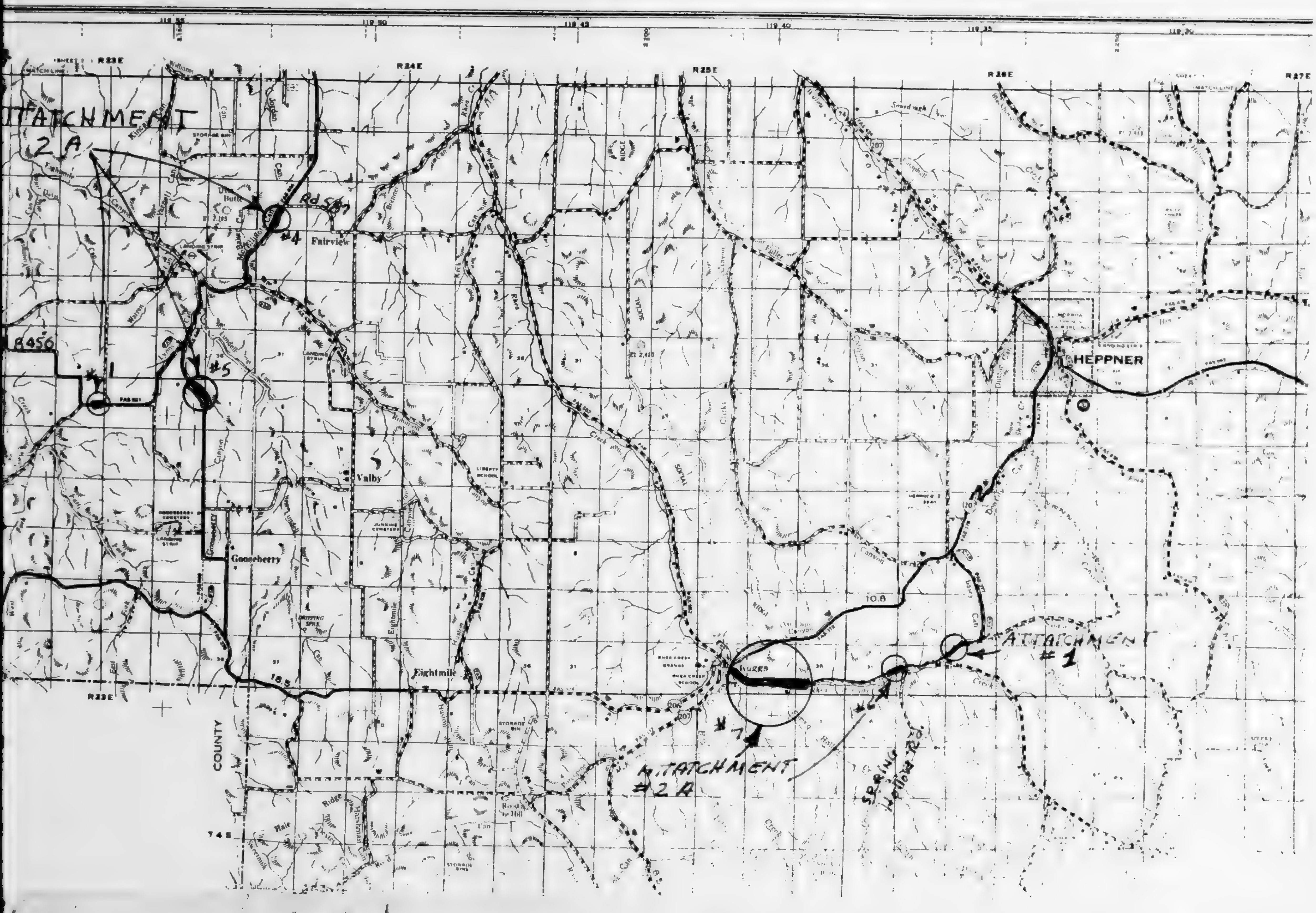
½ miles south [illegible], 20' wide, surface restoration, [illegible]

E 562
[illegible] 20' wide, surface [illegible]

[illegible]

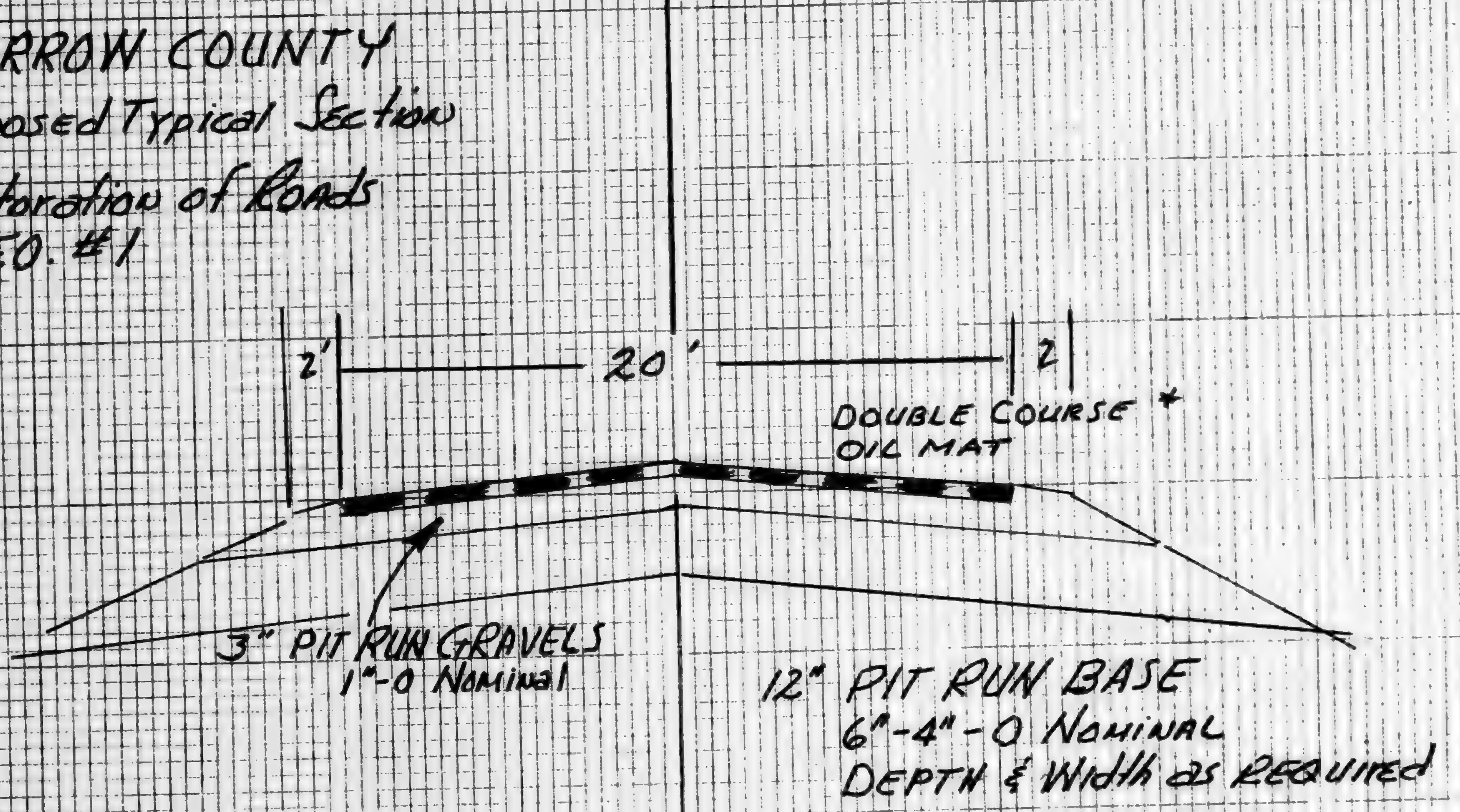

ATTACHMENT
2A
#1
#3
RD 576
GILLIAM
COUNTY
WILLAMETTE
BASE
LINE
Morgan
McNab
IONE
Jordan
LEXINGTON
Cecil
UNION
PACIFIC
Ewing
Willow Creek
Saddle Butte
Squaw Butte
Jordan Butte
Ella
Ella Butte
Strawberry
Canyon
Creek
RANGE
R23E
R24E
R25E
R26E
T1N
T2N
19
74
207
206


GILLIAM
COUNTY
COUNTY
ATTACHMENT 2A
6456
#1
#5
#4
Rd 541
McBaker Can
Fairview
Gooseberry
Eightmile
Hale
Ridge
Canyon
Valby
Brenner
Rhea
SOCIAL
RIDGE
R23E
R24E
R25E
R26E
T4S
ATTACHMENT #2A
#7
SPRING
Hollow Rd.
ATTACHMENT #1
HEPPNER


ATTATCHMENT 2A
Rd 5??
#4
#5
#1
8456
ATTATCHMENT #2A
#7
#2
SPRING Hollow Rd.
ATTATCHMENT #1
10.8
HEPPNER
Fairview
Valby
Gooseberry
Eightmile
Ruggs
COUNTY
R23E
R24E
R25E
R26E
R27E
T4S
119 55
119 50
119 45
119 40
119 35
119 30

MORROW COUNTY

Proposed Typical Section
Restoration of Roads
C.F.O. #1


2'
20'
2
DOUBLE COURSE *
OIL MAT
3" PIT RUN GRAVELS
1"-0 Nominal
12" PIT RUN BASE
6"-4"-0 NOMINAL
DEPTH & Width as REQUIRED

* Note: SURFACE RESTORATION
areas will incorporate
broken surface into
Roadbed section -
Double oil Mat only
in these areas

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section	Eightmile Creek (Rhea Creek Road) Bridge	Date	March 13, 1979
Highway	FAS B560, Ione-Gooseberry Road	Authorization No.	1
County	Morrow	Survey Prefix (Assigned by Salem office)	

Description of termini, route, length, etc.:

About 9½ miles south of Ione, just west of Rhea Creek Road Junction, at stream crossing of Eightmile Creek.

Bridge design at no cost to County.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Roger C. Lang

Region Federal Aid Engineer

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

Field Survey	•(901)	3800
Citizen Input	•(902)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(905)	1,000
Preliminary Design	(906)	NC
R/W Descriptions	(907)	
Soils & Geology	(909)	
Traffic	•(910)	
Landscape	•(911)	
Liaison	(912)	
Utility	•(913)	500
Photogrammetry	•(914)	250
Location Studies	(916)	
Engr. Graphics	(918)	1000
Office Engineer	(919)	
Specifications	(920)	
Environmental	•(921)	[illegible]
Planning	•(923)	
Foundation Exploration	(924)	
Seminars	•(926)	5000
Hearings	(950)	
Equal Opportunity	•(980)	
	•(985)	
TOTALS		

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 13, 1979

FROM: Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Flood Damage
February 1979
Morrow County

TO: Gerald Wimer, Manager
Local Government Section

SALEM

As you know, Morrow County has experienced severe damage to their road system due to heavy run off which began on February 6, 1979. (Judge Nelson petitioned Governor Ateyeh to declare Morrow County a disaster area because of the severe economic impact on the taxpayers of Morrow County. Although the Governor did declare Morrow County a disaster area, the Federal Government did not recognize the request and no Emergency Relief Funds were made available for restoration work.)

As an alternative, the Morrow County Court has requested the Association of Oregon Counties to authorize advancement of approximately $232,400 of FAS funds to replace damaged bridges and restore surfacing of the FAS system. Enclosed are project applications and C.F.O. request for the following projects:

Eightmile Creek (Rhea Creek Junction) Bridge Section. FAS B560 Current situation: The existing bridge is heavily damaged, the easterly bent has settled severely with the westerly bent undermined, the down stream side of the bridge suffered the most damage. Pit run base and gravels have been placed on the easterly approach in order to get over the bridge. The bridge remains in service but is limited to one way traffic. Reflectorized guide posts and warning signs have been placed to warn motorists of the hazard.

Recommendation: It is proposed a 40' x 28' structure be placed in this location in order to accommodate run off of comparable magnitude. Total estimated cost $96,600.

Willow Creek (Ione) Bridge Section. FAS B560 Current situation: The 10' steel deck beams have been bent down stream by as much as 1 1/2 feet. The easterly approach was severely erroded during the peak run off, high water levels did not allow detailed inspection of this bent but it is very apparent the wing walls on this structure are not designed properly to channel the waters through the structure. Also, the bridge does not allow proper opening to contain water. The bridge remains in service but does not have hand rails. The washout on the easterly approach has been filled with pit run rock.

Recommendation. It is recommended this structure be replaced and the channel be enlarged through the roadway section to 45' ± in order to allow proper opening. Total estimated cost $104,300.

County Force Order Number 1. Current situation: Approximately 4 1/2 miles of oiled surface have been severely damaged by washout and breakup. These items are limited to a 1,000' washout in Sanford Canyon, FAS B562, and surface damage limited to lengths over 1/4 mile on routes B456, B560 and B562. Total estimated cost $31,500.

It is felt this Force Order should be approved as immediate attention is necessary for the traveling public. Also, the limited scope of the project does not appear to be suited for Contract.

Also, Morrow County had requested replacement of a small bridge on Blackhorse Creek at the Doughtery Ranch southeast of Lexington with a structure plate arch culvert.

I checked with Mr. Hossner of FHWA for possible use of Highway Bridge Replacement Funds for this project and was informed the project was ineligible for funding as the structure did not meet the definition of a bridge, must be 20' in length. By copy of this letter I am returning the application to the County.

Authority for Surveys for the two bridge projects and State Force Order for monitoring the County's work are enclosed in the event the projects are approved.

RCL:vt
Enc.
cc: Judge Nelson w/attach
Bill Penhollow
H. N. Van Cleave w/attach

MORROW COUNTY COURT

Heppner, Oregon 97836

DELWIN O. NELSON, Judge
Heppner, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

March 12, 1979

Mr. Bill Penhollow
Executive Assistant
Association of Oregon Counties
P. O. Box 12729
Salem, OR 97309

Dear Bill,

We in Morrow County have had severe damage done to our county roads and bridges by a severe runoff due to rain and melting conditions that started about February 6, 1979.

We request F.A.S. funds in the approximate amount of $31,500 for the restoration of 4.7 miles of roadway surface and washout. We request permission to do the work with our own crews because of the time element, and because of the work location. We would have to pay a contractor more to move from one job to the other than to do the work itself.

We also request funds in the amount of $200,900 for replacement of the Willow Creek (Ione) bridge which has been severely damaged by the runoff of February 6th.

In addition, we request your support for use of Highway Bridge Replacement Funds in order to replace the Blackhorse Creek (Doherty Ranch) bridge which was washed out at the same time. The estimated cost of replacing this bridge is $24,000.

We thank you for your consideration.

Sincerely,

Delwin O. Nelson, Judge
MORROW COUNTY COURT

DON:ag

(DT)

Reynoldson

FEDERAL AID PROJECT REQUEST

Date March 6, 1979

Applicant Agency Morrow County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B560 Route Name Ione-Gooseberry

Project Name Eightmile Creek (Rhea Cr. Jct) Bridge sec.

Project Length 0.2 mi. + Project Location (Attach sketch map)

Project Description Construct prestressed concrete slab span bridge

Average Daily Traffic ____ Design Speed 50 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes 2-10' Shoulders 2-4'

Medians None Parking ____

Sidewalks None

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-10' Shoulders 2-4'

Medians None Parking None

Curbed None Length Curb Radii N/A

Sidewalk/Bikeway No

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks Anticipated const. easement will be obtained by County at no cost.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Adequate signing in place

4. **Permanent Striping:**

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Eightmile Creek Bridge # 10903
Type Reinforced Conc.
Approach Roadway Width 28' Shoulder Width 4'
Length 10' Width 24'
To remain in place? No

2. **Proposed Structure:**

Location Eighmile Creek

Approximate Size: Length ~~45'~~ 40' Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes. Telephone cable

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Bicycle path not feaseable project located in rural ranch area. Eightmile creek not a year round stream. This structure was damaged severely during spring run-off.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes________ No X

   Name of Railroad________

   Existing Crossing Protection________

2. Will existing railroad crossing be altered?________

   Remarks________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	D. O. Nelson, County Judge Office
2. Environmental	D. O. Nelson, County Judge Office
3. Public Hearing	D. O. Nelson, County Judge Office

Remarks This project has top priority of County. Bridge has settled and temproary repairs have been made. Cooperation of all agencies is requested.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant________ State X Consultant________

2. Project construction engineering to be performed by:

Applicant______ State X Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes______ No X

If "yes," describe briefly:______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 25,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	61,600
Railroad	
Other______	
Preliminary engineering	10,000
PROJECT TOTAL	$ 96,600

Remarks County requests bridge design at no cost. Requests AOC allocation formula be waived in order to replace this structure which was damaged severely during spring run-off.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

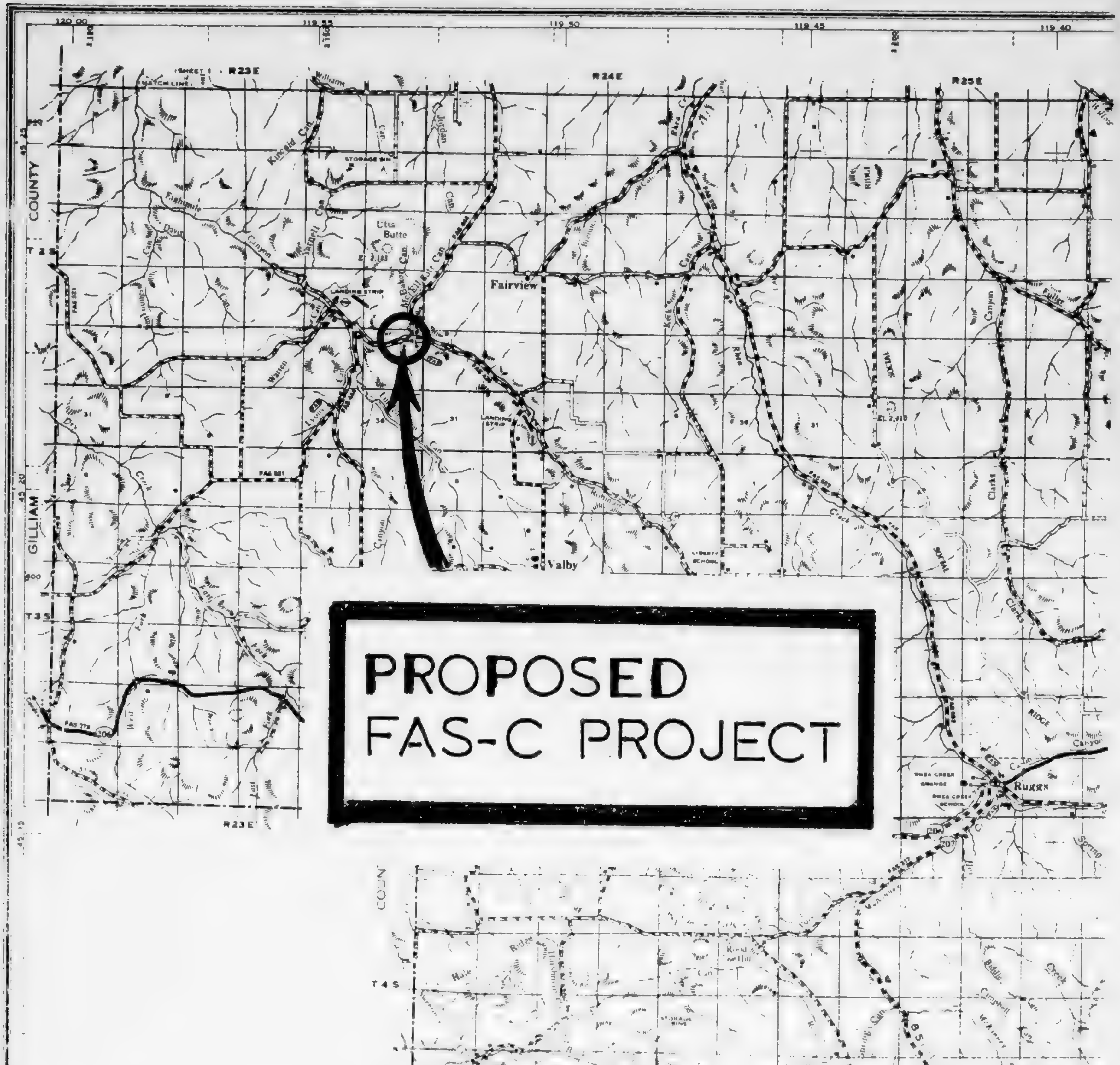
CITY OF ______ and/or Morrow COUNTY

By______ By [illegible] C. Nelson

By______ By [illegible]

By______

(1976)


PROPOSED
FAS-C PROJECT
120 00
119 55
119 50
119 45
119 40
R23E
R24E
R25E
MATCH LINE
GILLIAM COUNTY
T2S
T3S
T4S
T5S
Kincaid Can.
Eightmile Canyon
Utts Butte
LANDING STRIP
Fairview
Valby
LIBERTY SCHOOL
Clarks Canyon
RIDGE
Ruggs
RHEA CREEK GRANGE
RHEA CREEK SCHOOL
Hale Ridge
Rood Hill
HARDMAN
FAS 321
FAS 272
206
207
GILLIAM
COUNTY

1980 Paul Smith Rd.-S Main St. 9092
(Boardman) Sec. in Boardman.
(Paving)

C+A 6426

9-28-78
7-21-80
2-15-78

Transferred from [illegible]

325-[illegible]

[illegible]

[illegible]

[illegible]

[illegible] 74,498 [illegible]

[illegible]

1-92

Morrow Co.
#14,168 Rec'd 7-6-79
Paul Smith Rd.

PE Advance Deposit
R/W " "
Const

Early

R/W 412
" 6

[illegible]

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-24-82	CC 82-04		225-1963-297 225-2505-297 225-1068-297

BILL TO: Code:

Morrow County
P.O. Box 712
Heppner, Oregon 97836
Attn: Mr. Donald Briggs - Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Paul Smith Road - S. Main Street (Boardman) Section on Wilson Road. This is an OFF SYSTEM Project No. SOS-2500(2).			
Federal Funds Collected			$ 96,580.48
County Advance Deposit			16,618.00
Less Project Cost			112,625.86
REFUND DUE COUNTY			$ 572.62
(Please send copy of Itemized Statement with billing)			

Advance Deposit Amount	$ 16,618.00
Advance Deposit Previously Transferred to Highway Fund	$ 12,418.00
Balance	$ 4,200.00
Transfer to Highway Fund	$ 3,627.38
Refund Due	$ 572.62
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1886, CC 2050

Amount Due $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D.E. Swan, P.E.

Form 734-1191 (Rev 1-79)

SP*35736 73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 2-24-82

COUNTY MORROW **Contract No.** 9092 **Date Completed** 7-14-80

PROJECT # SOS-2500(2) **Section** Paul Smith Road-S. Main St. (Boardman) Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
P.E.		$ 14,136.79
Archeological Salvage		601.01
R/W		117.77
Construction		
Payment to Contractor		$ 90,139.81
SFO #1 (State Striping)		806.05
Engineering		6,824.43
		$ 97,770.29
Total Project Cost	$112,625.86	
Federal Funds Collected	96,580.48	
County Share of Costs:		
Federal Funds Collected	$ 96,580.48	
County Advance Deposit	16,618.00	
Less Project Cost	112,625.86	
REFUND DUE COUNTY	$ 572.62	

Reference: Billing Form CC 82-04

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	To Typist					
	Paul Smith Rd.-S. Main Street (Boardman) Section County Road in Morrow County					14123.84 12.95 14,136.79
	Preliminary Engineering Type Code P.E.					
	State	All	Required		$14,123.84	
	Type Code Y070					
	Archeological Salvage	All	Required		601.01	
	Type Code ROW					
	Rights of Way	All	Required		0.00	
	NOTE: R/W required for project was donated by owner.					
	Acquisition Expense					
	State	All	Required		117.77	
	Construction Type Code 6201 Roadway (Sta. 13+49.44 To Sta. 66+00)					
	Final Contract Payment Summary	Lump	Sum		$90,118.54	
SFO	#1 Temporary and permanent pavement striping (State)	All	Required		806.05	
	Total Participating Construction				$90,924.59	
	Construction Engineering					
	State	All	Required		$ 6,797.45	
	Total Participating Cost				$112,564.66	
	Nonparticipating Cost					
	Preliminary Engineering (State)	All	Required		$ 12.95	
	Interest on Final Payments	All	Required		21.27	
	Total Nonparticipating Costs				$ 34.22	
	Total Project Cost				$112,598.88	
	Participating Cost are for R/W actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	No plans required.					
	Prepared based on Participating Costs as shown on Federal Billing as of 10/22/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE

PROGRAM APPROVED Oregon

FEDERAL AID PROJECT NO. SOS-2500(2)

VOUCHER PERIOD SOS-2500(2)
From: 3/24/75 To: 3/26/81

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
ROW	$ 117.77	$ 117.77	85.80%	$ 101.05	$ 101.05	$ 0.00
P.E.	14,737.80	14,724.85	85.80%	12,633.92	12,633.92	0.00
	14,206.27	14,206.27	85.80%	12,190.70	12,190.70	0.00
	6,608.24	6,608.24	85.80%	5,669.87	5,669.87	0.00
	76,926.80	76,905.53	85.80%	65,984.94	65,984.94	0.00
	$112,598.88	$112,564.66	85.80%	$96,580.46	$96,580.46	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		11/3/81

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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                              ** JOB TOTALS **

PAUL SMITH RD-S MAIN ST (BOAR CONT NO 9092 * FA PROJ NOS SOS 500002  80 OS  500002           SOS 500002
                                      225   1068      201      00 P 1                2,294.17CR          70,659.

TOTAL TO DATE JOB COST SUMMARY                                                       NOVEMBER 1981        PAGE  134

                                                                                        FISCAL          GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX        FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE       BEG    END
                                      225   1068      201      00 P 2                   2,294.17         6,353.71      81     81
                                      225   1068      201      00 P 8                                   13,105.5
                                      225   1068      204      00 P 1                      14.79                       80     81
                                      225   1068      204      00 P 8                      14.79CR                     80     81
                                      225   1068      206      00 N 1                                      21.27       81     81
                                      225   1068      270      01 P 1                                     806.05       80     81
                                      225   1068      296      00 N 9       12.69CR       386.46CR     92,593.51CR     80     81
                                      225   1068      297      00 N 9                                   8,748.00       80     80
                                      225   1068      298      00 N 9       12.69         386.46       83,845.51       80     81
                                      225   1068      900      00 P 1                                   4,993.93       80     81
                                      225   1068      900      00 P 2                                     254.53       81     81
                                      225   1068      900      00 P 8                                   1,075.84       80     81
                                      225   1068      920      00 P 1                                     231.10       80     80
                                      225   1068      920      00 P 8                                      14.42       80     80
                                      225   1068      945      00 P 1                                      50.05       81     81
                                      225   1068      945      00 P 8                                      12.51       81     81
                                      225   1068      948      00 P 1                     165.07           165.07       81     81
                                      225   1068      948      00 N 1                      26.98            26.98       81     81
                                                      TOT         P1                  2,114.31CR       76,905.53
                                                      TOT         P2                  2,294.17          6,608.24
                                                      TOT         P8                     14.79CR       14,208.27
                                                      TOT         N1                     26.98             48.25
                                                   ** JOB TOTALS **              **     192.05   **    97,770.29   **

    PORTLAND PAVE MARK PJ#5     CONT NO         FA PROJ NOS PMS 00S086 100                                            STATE
                                      226   1002      296      00 N 9        6.25CR       621.91CR      2,664.33CR     79     81
                                      226   1002      298      00 N 9        6.25         621.91        2,664.33       79     81
                                      226   1002      900      30 P 1                     295.81        1,968.61       79     81
                                      226   1002      900      02 P 1                     182.45          579.82       79     81
                                      226   1002      920      00 P 1                                      29.56       79     79
                                      226   1002      944      00 P 1                      41.07            41.07       81     81
                                      226   1002      948      00 P 1                      20.08            45.27       81     81
                                                      TOT         P1                    539.41          2,664.33
                                                   ** JOB TOTALS **              **     539.41   **     2,664.33   **

    UPRR XING-NE 158TH ST       CONT NO         FA PROJ NOS RRS 895001 100                                            STATE
                                      226   1003      205      01 P 1                   9,125.76CR      9,125.76CR     81     81
                                      226   1003      270      01 P 1                  91,257.61        91,257.61      81     81
                                      226   1003      296      00 N 9                  74,058.34CR     74,058.34CR     81     81
                                      226   1003      298      00 N 9                  74,058.34        74,058.34      81     81
                                      226   1003      900      00 P 1
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                                                                                     NOVEMBER 1981          PAGE  761
TOTAL TO DATE JOB COST SUMMARY
                                                                                          FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH      YEAR TO DATE           TO DATE
                                                                                          32.91               64.62
                                   224    2526       920      00 P 1                     943.12             1.135 44
                                   224    2526       930      00 P 1       94.69        8.097.38            15.364 00
                                                     TOT      P1          143.08           1.25CR              1.25CR
                                                     TOT      N1            2.90
                                                  ** JOB TOTALS **        145.98  **    8.096.13  **       15 362 75   **

                                                                                                                      STATE
 P SMITH RD-S MAIN ST-WILSONRD CONT NO       * FA PROJ NOS SOS 500002 100                                 101 05CR
                                   225    2505       296      00 N 9                                       101.05
                                   225    2505       298      00 N 9                                       315 77
                                   225    2505       407      00 P 1      300.99          300.99           296 74
                                   225    2505       407      00 N 1      296.74          296.74            48.81
                                   225    2505       412      00 P 1                                         15 84
                                   225    2505       414      00 P 1                                         38.34
                                   225    2505       930      00 P 1                                        418.76
                                                     TOT      P1          300.99          300.99           296 74
                                                     TOT      N1          296.74          296.74           715.50  **
                                                  ** JOB TOTALS **        597.73  **      597.73  **

                                                                                                                      STATE
 BIRCH CRK-SPARKS BR SEC        CONT NO       FA PROJ NOS SOS 000002 100    8.58CR          11.82CR         576.71CR
                                   230    2513       296      00 N 9                                        400.00
                                   230    2513       297      00 N 9                                        176.71
                                   230    2513       298      00 N 9        8.58            11.82           185.14
                                   230    2513       407      00 P 1                                          7.11
                                   230    2513       414      00 P 1                        10.00            10.00
                                   230    2513       419      00 P 1                         3.78             3.78
                                   230    2513       930      00 P 1                        13.78           206 03
                                                     TOT      P1
                                                  ** JOB TOTALS **                  **      13.78  **       206 03   **

                                                                                                                      STATE
 PARSON RD BR                   CONT NO       FA PROJ NOS BROS400007 100                                  922.54CR
                                   234    2527       296      00 N 9        5.66CR          12.04CR         922.54
                                   234    2527       298      00 N 9        5.66            12.04           650.15
                                   234    2527       407      00 P 1                                         28.89
                                   234    2527       412      00 P 1                                        345.98
                                   234    2527       414      00 P 1                                        128 16
                                   234    2527       930      00 P 1                        14.16          1.153.18
                                                     TOT      P1                            14.16          1.153 18
                                                  ** JOB TOTALS **                  **      14.16  **      1.153 18   **

                                                                                                                      STATE
 89TH-I-5(TUALATIN)             CONT NO       FA PROJ NOS XI  282003 100 X10 282003                       3.656.15
                                   234    2529       295      00                                           10.443.85
                                   234    2529       295      00 N 9                       310.09            3.811 62CR
                                   234    2529       296      00                                          182.599 81CR
                                   234    2529       296      00 N 9      505.98CR       35.109.50CR       172.311.43
                                   234    2529       298      00 N 9      505.98         34.799.41
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                                                   TOT       P1
                                                   TOT       N1
                                                ** JOB TOTALS **            **      5,852.79CR**

P SMITH RD-S MAIN, BOARDMAN   CONT NO 0000 * FA PROJ NOS SOS 500002 100                                     STATE
                                  225     1963     296       00 N 9                     64.08        16,303.92CR
                                  225     1963     297       00 N 9                                   3,670.00
                                  225     1963     298       00 N 9                     64.08CR      12,633.92
                                  225     1963     901       00 P 1                                   5,828.[illegible]
                                  225     1963     904       00 P 1                                     601.0[illegible]
                                  225     1963     905       00 P 1                                   [illegible]108.95
                                  225     1963     909       00 P 1                                   1,223.[illegible]
                                  225     1963     910       00 P 1                                     710.59
                                  225     1963     911       00 P 1                                     [illegible].16
                                  225     1963     913       00 P 1                                   1,260.3[illegible]
                                  225     1963     913       00 N 1                                      12.95



                                                                             NOVEMBER 1981          PAGE  511
TOTAL TO DATE JOB COST SUMMARY
                                                                                  FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH  YEAR TO DATE        TO DATE
                                  225     1963     914       00 P 1                                     881.62
                                  225     1963     920       00 P 1                                     101.78
                                  225     1963     921       00 P 1                   165.07CR          528.34
                                  225     1963     922       00 P 1                                      38.70
                                  225     1963     923       00 P 1                                     418.20
                                                   TOT       P1                       165.07CR       14,724.85
                                                   TOT       N1                                          12.95
                                                ** JOB TOTALS **            **      165.  R**        14,737.30   **

MORROW CO PV MRKINGS DEMO NO2 CONT NO      FA PROJ NOS PMS 00S080 100                                      STATE
                                  225     1964     296       00 N 9                                      89.00CR
                                  225     1964     298       00 N 9                                      89.00
                                  225     1964     901       00 P 1                                       3.25
                                  225     1964     905       00 P 1                                      85.75
                                                   TOT       P1                                          89.00
                                                ** JOB TOTALS **            **               **          89.00   **

SE 257TH-SE DIVISION, ROWE    CONT NO      * FA PROJ NOS SOS 600001 100                                     STATE
                                  226     1901     296       00 N 9                    1.88CR         2,823.64CR
                                  226     1901     297       00 N 9                    1.88             723.64
                                  226     1901     298       00 N 9                                   2,100.00
                                  226     1901     901       00 P 1                   13.20             509.21
                                  226     1901     901       00 N 1                                      11.94
                                  226     1901     905       00 P 1                                     513.80
                                  226     1901     906       00 P 1                                     136.48
                                  226     1901     910       00 P 1                                   [illegible]24.31
                                  226     1901     911       00 P 1                                   [illegible]
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REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 C. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

December 5, 1980

National Surety Corporation
Attn: Fidelity & Surety Department
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9092

Gentlemen:

On November 24, 1980, we wrote to you concerning release of final payment on Contract No. 9092 awarded to Humbert Asphalting for paving on Paul Smith Road-South Main Street in Boardman, Morrow County.

Final payment on this contract is $2,200 and the total contract amount is $90,118.54. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Humbert Asphalting
Route 4, Box 129
Milton-Freewater, OR 97862

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

Paul Smith Road-S. Main St.,(Boardman)
County Road (Wilson Road)
F.A. No. SOS-OS-2500(2)

Prefix No. [illegible]5-1068
Contract No. 9092
Morrow County

Morrow/Boardman

1-80

NARRATIVE REPORT

General

This project was a widening and A.C. overlay job on an existing County Road in Morrow County. The county crews performed the grading, stone base and aggregate shoulder work. The contractor did the A.C. paving.

The project was delayed for quite some time due to utilities not moving their poles and undergroung cables. At the Pre-Construction Conference these utility companies agreed to move their lines within a couple of weeks. However, this work did not get done for a couple of months. This, of course, delayed the County's construction crew, which in turn delayed the contractor's paving operation.

Class "B" Asphalt Concrete

The mainline paving was done on this project between June 19 and July 2, 1980. Contrary to plan's typical section, the roadway width was paved a full 17-feet wide on both sides of centerline to facilitate a bicycle path. This was done by Price Agreement No. 1. Additional A.C. tonnage was also needed for rebuilding the roadway crown to the new centerline. This was done by Price Agreement No. 2.

Due to a combination of the supplier's small capacity paving plant and the contractor's undersized paving machine for the width paved, much starting and stopping was needed by the paving machine. This, along with a fairly rough existing surface, caused the paving surface to be somewhat rough for ride.

Some asphalt slicks developed during the paving. It is my best guess that some of the mix contained excess moisture. Moisture tests were not run during the construction of the overlay. These spots were removed and patched at the contractor's expense.

Don

Paul Smith Rd.-S. Main St.(Boardman)
Narrative Report

Traffic Control

Traffic control was no problem on this project as the roadway was closed to all thru traffic during working hours. This was done with the permission of the Morrow County Road Dept. Some flagging was performed at street intersections and driveways throughout the job in order to keep vehicles off of the freshly laid mat. Traffic cones were used extensively for control after working hours and overnight.

Miscellaneous

The Morrow County Road crew was to do all roadway preparation prior to the contractor doing the paving. This agreement worked out generally well, but some small items like watering the grade ahead of paving operations and some minor grade preparation did not get done some days because of the County crew not wanting to tie up a man or two and equipment for such a short amount of work at times throughout the day. The County cannot be blamed for thinking this way as they had other jobs to get done besides this one, especially since the utilities delayed things so long with their relocation work. It would have worked out better if there had been an item set up for the contractor to do some of the final preparation work.

Respectfully submitted,

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

Paul Smith Road - S. Main St. (Boardman)
Contract No. 9092
Prefix No. 225-1068

Morrow County
County Road (Wilson Rd.)
F. A. No. SOS-OS-2500(2)

STATEMENT OF OVERRUNS AND UNDERRUNS

B.I. NO.	DESCRIPTION	UNIT	FINAL QUANTITY	CONTRACT AMOUNT	FINAL AMOUNT	% + OR -
1	Mobilization	Lump Sum	All	$ 1,000.00	$ 1,000.00	0
2	Temporary Protection and Direction of Traffic	Lump Sum	All	2,000.00	2,000.00	0
3	Temporary Signs	Sq. Ft.	36.0	999.57	154.44	-84.5%
	Temporary signing underran by such a large amount because work areas were closed to traffic during construction activities.					
4	Temporary Barricades	Each	0	1,000.00	.00	-100%
	Barricades were not used because of work areas being closed to traffic during construction.					
5	Flagmen	Hour	47.0 ~~29.0~~	1,600.00	940.00 ~~5[illegible].00~~	~~-63.8%~~
	This item underran by such a large amount because of work areas being closed to thru traffic during construction activities. Flagmen were used at times as necessary at intersections and driveway into apartments, trailer parks, etc.					
6	Class "B" Asphalt Concrete	Ton	2867.47	66,000.00	86,024.10	+30.3%
	This item overran because of Price Agreement No. 1 which increased roadway width and Price Agreement No. 2 which was for restoring roadway crown.					
PA 1	Document increase in Bid Item No. 6					
PA 2	Document increase in Bid Item No. 6					

Paul Smith Road - S. Main Street (Boardman)
Contract No. 9092
Prefix No. 225-1068
F. A. No. SOS-OS-2500(2)
Morrow County
County Road (Wilson Road)

SUMMARY

STATEMENT OF OVERRUNS AND UNDERRUNS

	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	% + OR -
Bid Items	$ 72,599.57	$ 89,758.54	+ 23.6%
Anticipated Items	1,200.00	1,200.00	-0-
Contingencies	3,320.98		
Engineering	7,379.95	4,500.00	- 39.0%
	$ 84,500.51	$ 95,458.54	+13.0%

Respectfully Submitted,

Bobby D. Johnson
Bobby D. Johnson
Resident Engineer

#7092

COM

DATE: October 9, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increased Project Authorization
Paul Smith Road-S. Main Street (Boardman)
Morrow County
Contract No. 9092

This off-system federal aid paving project is nearly complete and the need for an increase in authorization is now apparent. It appears the project cost will exceed that presently authorized by $11,834, or 14.0 percent.

A bicycle path was added to the project which increased the cost by approximately $18,000. An underrun of project engineering and other items partially offset this increase.

It is recommended that the authorization for this project be increased by $11,834 to a new total of $96,334.50. This matter will be on the consent calendar for your October 21 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

STATE OF OREGON

Highway Construction — DEPT

378-6318 — TELEPHONE

INTEROFFICE MEMO

FILE: CON 5 #9092

TO: H. S. Coulter
State Highway Engineer

DATE: October 8, 1980

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Paul Smith Road-S. Main St. (Boardman)
Morrow County
Contract No. 9092

This Off-system federal-aid paving project is presently being semi-finaled. It is now apparent that the project cost will exceed that authorized by approximately $11,834 or 14.0 percent.

The Class "B" paving item was overrun by approximately $21,000 due primarily to adding a bicycle path early in the project. The cost of the bike path was estimated at $18,000.

A rough draft letter to the Transportation Commission is attached, along with a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:fr

Att.

cc: W. E. Schwartz
Bobby Johnson
Robert Church

RECEIVED
STATE HWY
OCT 8 - '80
REFER TO
FOR

OK/R

L.

July 21, 1980

Morrow County Court
Courthouse
Heppner, OR 97836

AGR 4

Attention: Barbara Bloodsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6426

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering the Paul Smith Road-S. Main Street Section of Wilson Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9092

No. 5

Final Report

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Paul Smith Rd.-S. Main St.

WEEK ENDING: July 19, 1980

SECTION PREFIX: 225-1068

HIGHWAY: County Rd.(Wilson Rd.)

COUNTY: Morrow

NAME OF JOB: Paul Smith Rd.-S. Main St.

KIND OF WORK: Paving

CONTRACTOR: Humbert Asphalting

CONTRACT NUMBER: 9092

FEDERAL AID PROJECT NUMBER: SOS-OS-2500(2)

DATE OF CONTRACT: March 5, 1980

DATE WORK STARTED: June 19, 1980

ESTIMATED COMPLETION DATE: July 14, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 80

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 67%

PROJECT AUTHORIZATION: $ 84,500.51

EXCLUSIVE OF ENGINEERING: $ 77,120.56

ENGINEERING AUTHORIZATION: $ 7,379.95

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 90,958.54

ENGINEERING COST TO DATE: $ 4,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN 13 %

PERCENT OF AUTHORIZATION: ____ %

DATE PROJECT WAS COMPLETED: July 14, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.0
MILES PARTIALLY COMPLETED					1.0
MILES COMPLETED					1.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE					2,867 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,867 Ton
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

pickup, roller, compressor & jackhammer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		1		
MONDAY 14	Ptly cldy warm	1		Project completed this date
TUESDAY 15		0		
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No Activity
MONDAY 14	Contractor completed paving driveways and intersections Project completed.
TUESDAY 15	
WEDNESDAY 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

Contractor completed paving driveways and intersections. Project completed.
2nd notification sent in for July 14, 1980.

SIGNED L. J. Carter LOCATION Pendleton
for Bobby D. Johnson, Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9092 STATE COPY

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 5-228		County Morrow
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	[illegible]	Project Number SOS-OS-2500(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on , 19 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,250.00 (680)	6,610.00 (627) $ 127,459.00 (680)
Federal funds	$ 14,800.00 (680)	5,669.87 (627) $ 109,353.13 (680)
Other revisions		

This modification is made for the following reasons: Adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May , 19 80 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~BY~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon, May 12, 1980

Federal Aid Project
No. SOS-OS-2500(2)

Paul Smith Road-S. Main Street (Boardman) Section
County Road in Morrow County

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 14,800.00
	Total		$ 14,800.00

Type Code ROW
Right of Wat

Right of Way	All Required		$ 3,500.00
	Subtotal		$ 3,500.00
	Acquisition Expense		1,500.00
	Total		$ 5,000.00

Type Code 6201
Roadway (Sta. 13+49.44 to Sta. 66+00)

Mobilization	All	Required		$ 1,000.00
Temporary Protection and Direction of Traffic	All	Required		2,000.00
Temporary Signs	233	Sq.Ft.	$ 4.29	999.57
Temporary Barricades	2	Each	500.00	1,000.00
Flagmen	80	Hour	20.00	1,600.00
Class "B" Asphalt Concrete	2,200	Ton	30.00	66,000.00
				$ 72,599.57

Oregon State Highway Division
Salem, Oregon, May 12, 1980

Federal Aid Project
No. SOS-OS-2500(2)

Anticipated Items			
Permanent Pavement Striping	All Required		$ 700.00
Temporary Pavement Striping	All Required		500.00
Price Agreement No. 1, Class "B" Asphalt Concrete (Pave 5 foot Shoulder)	600 Ton	30.00	18,000.00
			$ 19,200.00
	Subtotal		$ 91,799.57
	Engineering		13,769.43
	Total		$105,569.00

Length of Project . . . . 0.994 mi.
Cost of Roadway Per Mile $106,206.24

SUMMARY OF FUNDS (85.8%)

Description	Appn. Code	Total Cost	Federal Funds	County Funds
Preliminary Engineering	680	$ 14,800.00	$ 12,698.00	$ 2,102.00
Right of Way	680	5,000.00	4,290.00	710.00
Roadway	627	6,610.00	5,669.87	940.13
Roadway	680	98,959.00	84,906.13	14,052.87
Subtotals	627	$ 6,610.00	$ 5,669.87	$ 940.13
	680	118,759.00	101,894.13	16,854.87
Reserve	680	8,700.00	7,459.00	1,241.00
TOTAL		$134,069.00	$115,023.00	$19,046.00

Group 1: 80%: Group 8: 20%
Prefix: 225-1963 PE
Prefix: 225-2505 R/W
Prefix: 225-1068 Const.
Contract No. 9092

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-85	. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	ate **Oregon** County **Morrow** Project No. **SOS-2500(2)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Wilson Road (Boardman)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-24-78	1.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,250.00	$ 14,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E P Hunter

Technical Service Engineer
(Title)

By

Act. State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, June 1, 1978

Federal Aid Project
No. SOS-2500(2)

Paul Smith Road-S. Main Street (Boardman) Section
County Road in Morrow County

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 12,250.00
	Total	$ 12,250.00

Type Code R/W
Right of Way

Right of Way	All Required	$ 3,500.00
	Subtotal	$ 3,500.00
	Acquisition Expense	1,500.00
	Total	$ 5,000.00

Length of Project 1.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 12,250.00	$ 10,510.00	$ 1,740.00
Type Code R/W	5,000.00	4,290.00	710.00
Retain in PS & E (Roadwork)	89,750.00	77,005.00	12,745.00
Total	$107,000.00	$ 91,805.00	$ 15,195.00

Prefix No. 225-1963
Group 1 100%

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 20, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Changes
Safer Off System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for each of the projects as follows:

Item No.	Project No.	Total Cost	Fed. Funds	Total Cost	Fed. Funds
80185	SOS-2600(1)	$162,610.00	$139,238.00	$87,110.00	$74,738.00
80194	SOS-2602(1)	24,190.00	20,750.00	6,810.00	5,840.00
80197	SOS-2602(2)	80,350.00	68,939.00	22,610.00	19,399.00

This change is necessary to provide for additional funds made available to the local jurisdictions as per agreements.

The additional federal funds required for the above listed increases will be available from the release of funds by processing of the project agreement on Project No. OS-SOS-2500(2) which has been forwarded under separate action.

I further request your approval of an increase in preliminary engineering costs on Project No. SOS-2600(1) from $6,000 to $10,600 as indicated on the enclosed authority for survey. Justification for this increase in contained in Multnomah County's letter of August 23, 1979.

Approval of this request will involve changes in funding on the project as follows:

Project No.	Work	Total Cost	Federal Funds
SOS-2600(1)	P.E.	$ 10,600.00	$ 9,000.00
	Const.	152,010.00	130,238.00
		$162,610.00	$139,238.00

I further request authorization of the increases in total costs and federal funds on the above projects concurrently with processing of the project agreement on OS-SOS-2500(2) to prevent lapse of funds.

CL:bke

cc: H. Reynoldson
R. Hacek

May 19, 1980

AGR

Morrow County Court
Courthouse
Heppner, Oregon 97823

Attn: Honorable Don McElligott
Judge

SUBJECT: Sidewalks and Bicycle Paths
Paul Smith Road to S. Main Street Section
Wilson Road
Contract No. 9092
SOS-2500(2)

Gentlemen:

This letter is to inform you that we have an $18,000 price agreement with the contractor for paving the shoulders on this section. Also, that there is no additional advance deposit needed. We will use some of the funds the county sent earlier.

The county's share of the price agreement is ~~12%~~ of $18,000 = ~~$2,160.00~~. 14% of 6000

An accounting of the early advance deposit:

Early Advance for P.E.	$ 1,740.00
Early Advance for Construction	14,168.00
	$15,908.00
County share for P.E. & Const.	$13,650.00
Leaving	$ 2,258.00
Less County share of Price Agree.	$ ~~2,160.00~~
Remainder of early advance deposit	$ 98.00

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

TRANSFER of FEDERAL Funds

5-9-80

FROM Morrow County

Paul Smith Rd - S. Main St. Sec.
on Wilson Road (Boardman)

SOS- 2500(2)

$25,239

To City of GRESHAM.

Kelley Ave - Main Ave Sec.
on NE 5th Street.

SOS- 2602(1) $5,840

and Main Ave - NE. Elliot Ave Sec
on NE 2nd Street.

SOS- 2602(2) $19,399

$25,239

This will increase the present federal funding for this project from $64,500 to $90,639

TRANSFER of Federal Funds 5-9-80

FROM Morrow County	To Multnomah County
Paul Smith Rd - S. Main St. Sec. on Wilson Road.	SE. 257th Dr. - S.E. Division Dr. Sec. on Rowe Road.
SOS - 2500 (2)	SOS - 2600 (1)
$74,738	$74,738

This will increase the present federal funds for this project from $64,500 to $139,238

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TOTAL TO DATE JOB COST SUMMARY                                         APRIL 1980        PAGE  826
                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                                  TOT      P1          8.09       4,760.03CR       8,302.47
                                                  TOT      N1                     5,024.80         5,024.80
                                               ** JOB TOTALS **        8.09  **     264.77  **    13,327.27  **

  HUBBARD-BROADACRESRD-CASERD   CONT NO        FA PROJ NOS OS  400001 100                                       STATE
                                  224   2520      296      00 N 9                   398.70CR       1,179.70CR
                                  224   2520      298      00 N 9                   398.70         1,179.70
                                  224   2520      401      00 P 1                                    405.00
                                  224   2520      407      00 P 1                    10.59           590.70
                                  224   2520      409      00 P 1                                     32.60
                                  224   2520      412      00 P 1                                     88.10
                                  224   2520      414      00 P 1                                  1,122.60
                                  224   2520      920      00 P 1                    42.21            42.21
                                  224   2520      930      00 P 1                                    130.91
                                                  TOT      P1                        52.80         2,412.12
                                               ** JOB TOTALS **              **      52.80  **     2,412.12  **

  MCLEOD LN-OR EL R R SEC       CONT NO        FA PROJ NOS M   830003 100                                      STATE
                                  224   2522      407      00 P 1    688.97       1,509.37         1,509.37
                                  224   2522      930      00 P 1    122.17         150.31           150.31
                                                  TOT      P1        811.14       1,659.68         1,659.68
                                               ** JOB TOTALS **      811.14  **   1,659.68  **     1,659.68  **

  P SMITH RD-S MAIN ST-WILSONRD CONT NO        FA PROJ NOS SOS 500002 100                                      STATE
                                  225   2505      407      00 P 1     12.80          12.80            12.80
                                  225   2505      412      00 P 1                                     48.81
                                  225   2505      414      00 P 1                    15.84            15.84
                                  225   2505      930      00 P 1                                     38.34
                                                  TOT      P1         12.80          28.64           115.79
                                               ** JOB TOTALS **       12.80  **      28.64  **       115.79  **

  BIRCH CRK-SPARKS BR SEC       CONT NO        FA PROJ NOS SOS 000002 100                                      STATE
                                  230   2513      296      00 N 9                                    400.00CR
                                  230   2513      297      00 N 9                                    400.00
                                  230   2513      407      00 P 1                    11.80         1,339.65
                                  230   2513      407      00 N 1                                     56.88
                                  230   2513      414      00 P 1                                      7.11
                                                  TOT      P1                        11.80         1,346.76
                                                  TOT      N1                                       56.88
                                               ** JOB TOTALS **              **      11.80  **     1,403.64  **

  SPRR XING NEWBERG-DUNDEE      CONT NO        FA PROJ NO [illegible]RO 00S037 100                             STATE
                                  236   2515      407      00 P 1  1,792.1[illegible]   2,728.14         2,728.14
                                  236   2515      412      00 P 1    266.5[illegible]     274.49           274.49
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4-80

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TOTAL TO DATE JOB COST SUMMARY                                         FEBRUARY 1980       PAGE 791

                                                                              FISCAL          [illegible]
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION   CR  CURRENT MONTH  YEAR TO DATE    TO [illegible]
                                 207  [redacted]  [redacted] [redacted] P 1
                                 207  2304        [redacted] [redacted] P 1
                                                  TOT        P1                4,7[illegible]CR  [redacted]
                                                  TOT        N1                5,[redacted]
                                          ** JOB TOTALS **              **     [illegible] **  1[illegible] **

[illegible]CRESRD-CASERD       CONT [redacted]    FA PROJ NOS [redacted] [illegible]001 100                        STATE
                              [redacted] [redacted] [redacted] [redacted] N 9     [illegible]CR     1,1[illegible]CR
                                                                       N 9     [illegible]       1,[redacted]
                                                                       P 1
                                                  [redacted]7          P 1     9.60              [redacted]
                                                                       P 1
                                                  412                  P 1
                                                  419                  P 1                       1,1[redacted]
                                                                       P 1     42.21
                                 2[illegible]4  [illegible]            P 1
                                                  TOT        P1                51.81             2,[illegible]1.13
                                          ** JOB TOTALS **              **     51.81 **          [illegible] **

P SMITH RD-S MAIN ST-WILSONRD CONT [redacted]    FA PROJ NOS S&S [illegible]002 100                               STATE
                                [redacted] [redacted] 412      [redacted] P 1                    [redacted]
  2-80                                            414                  P 1     15.64
                                                  [illegible]          P 1
                                                  TOT        P1                15.64
                                          ** JOB TOTALS **              **     15.64 **          102.99 **     X

BIRCH CRK-SPARKS BR SEC        CONT [redacted]    FA PROJ NOS S&S [illegible]002 100                              STATE
                              [redacted] [redacted]13 [redacted]  [redacted] N 9                 [illegible]CR
                                         [illegible]13            N 9          11.00             1,[redacted]
                                         [illegible]13  [illegible]7  P 1
                                         [illegible]13  [illegible]7  N 1                        [illegible].31
                                 2[illegible]  2313  414           P 1
                                                  TOT        P1                11.00             1,3[illegible]
                                                  TOT        N1
                                          ** JOB TOTALS **              **     11.00 **          1,[illegible] **

NW 9TH AT BUCHANAN(CORVALLIS) CONT [redacted]  * FA PROJ NOS [illegible]S 2[illegible]001 100                     STATE
                              [redacted] [redacted] [redacted] [redacted] N 9                    [illegible]CR
                                                                       N 9
                                                  [illegible]          P 1                       1,[redacted]
                                                  5[illegible]         P 1
                                                  [illegible]7         P
                                                                       P 1
                                                  407        [redacted] 1                        [illegible]R
                                                  412        [redacted] P 1                      [redacted]
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VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 29, 1980

Morrow County Court
Courthouse
Heppner, Oregon 97836

In Reply Refer to
File No. CON 4

Attn: Hon. ~~D. O. Nelson~~ DONALD C. McELLIGOTT
County Judge

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Humbert Asphalting, Route 3, Box 58D, Milton-Freewater, Oregon 97862 for Paul Smith Road - S. Main Street (Boardman) Section on Wilson Road. This is an OFF SYSTEM Project No. SOS 2500(2). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$72,599.57
Permanent Pavement Striping	$ 700.00
Temporary Pavement Striping	500.00
4 1/2% Contingencies	3,320.98
10% Engineering	7,379.96
ESTIMATED CONSTRUCTION COSTS	$84,500.51
Est. P.E. Costs	13,000.00
EST. TOTAL PROJECT COSTS	$97,500.51
Less Federal Funds 86% of $97,500.51 =	$83,850.43
COUNTY SHARE IS THEN	$13,650.00

By your telephone authorization to Roger Lang, we will award the contract for this project by using $13,650.00 of the $16,618.00 you sent earlier as the anticipated advance deposit for this project.

Would you please make this authorization official by returning a signed copy of this letter.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan

D. E. Swan
Operation Programming Engineer

HR:pf

Mr Swan:
We concur in this bid award
and authorize the State to accept on our behalf.
Donald C. McElligott, Co Judge

Form 734-3122

12

HIGHWAY DIVISION - ODOT 378-6516

February 29, 1980

FILE

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

Memo to files 2-28-80

HR

Contract award
Paul Smith Road - S. Main Street Sec. (Boardman)
Wilson Road
S05-2500(2)
Morrow County

Roger Lang has word from Morrow County judge to award immediatly. We already have the advance deposit. However it needs checking up first.

2-18-80

Honorable Donald L. McElligott
County Judge, Morrow County
Courthouse
Heppner Oregon

Dear Judge McElligott

Re Paul Smith Rd - South Main St. Sec.
Wilson Road, Boardman
Project No. SOS-2500(2)

Enclosed is a copy of the revised project estimate for the Wilson Road project based on the County placing the shoulder aggregate and the increased cost of Liquid Asphalt.

As we discussed last Thursday, there are

[illegible]

Section Paul Smith Pl. - S. Main (B. [illegible]) Programming Estimate $

Highway County Rd. (Wilson Sec. R.) Project Length 1.00

County Morrow Completion Time 120 Cal. days

Kind of Work Paving Est. Comp. Date 7-28-80

Prefix 225-1963-E Letting Date Feb 28, 1980 Project No. 505-05-2500(2

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-14-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number

ATTENTION: Roger Lang

FROM: HR

COMMENTS:

Form 731-0022 (7/78) SP*70682-734

NSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 98,768.00

. . 700

. . 500

$ 1,200

Subtotal $ 99,968.00

Contingencies (4-1/2%) 4,498.56

Engineering (8, 9, [✓ 10%]) 9,996.80

Subtotal $ 114,463.36

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 114,463.36

2/14/8

APPROVED

Est. const. costs	$114,463.
Est. PE. Costs	13,000
Est. total cost	$127,463
86% of $127,463.36	109,618.
County adv. [illegible]	[illegible]
Est. remaining County costs	$1,937 or $2,000±

Road Design Engineer

Section Paul Smith Rd. - S. Main (Boardman Sec.) Programming Estimate $ ________

Highway County Rd. (Wilson Rd.) Project Length 1.00

County Morrow Completion Time 120 Cal. days

Kind of Work Paving Est. Comp. Date 7-28-80

Prefix 225-1963-E Letting Date Feb 28, 1980 Project No. 505-05-2500(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 98,768.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	700	
Temporary Pavement Striping	500	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 1,200
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 99,968.00
Contingencies (4-1/2%)		4,498.56
Engineering (8, 9, [✓ 10%])		9,996.80
Subtotal		$ 114,463.36
Credit for ________		—
Estimated Net Authorization, Construction		$ 114,463.36

2/14/80

APPROVED

____

Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 1/10/80

ection Paul Smith – S. Main St. (Boardman Sec.
County Morrow
ind Of Work Paving
Length 1.00
Name B. Bergstedt

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	–	7,500.00
Temporary Protection and Direction of Traffic		All	All	–	1,900.00
Temporary Signs		Sq. Ft.	233	6.00	1,398.00
Temporary Barricades		Each	2	115.00	230.00
Flagmen		Hour	80	23.00	1,840.00
Roadwork					
~~Aggregate Shoulders~~	2-5-80 Delete	~~Ton~~	~~920~~	~~10.50~~	~~9660.00~~
Class "B" Asphalt Concrete	2/10/80	Ton	2,200	39 35.50	85,800.00 ~~78,100.00~~
					~~100,628.00~~

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-6

FEDERAL AID PROJECT NO.
S-OS-2500(2)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80224

COUNTY NAME
Morrow

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-20
eng?

RECEIVED
STATE HWY ENGR
FEB 20 '80
REFER TO
FOR
Info | Hyw | [illegible] | D.R. | Sign | Act | File

DATE PS&E APPROVED
3/24/78

DATE AUTHORIZATION EFFECTIVE
2/6/80

FEDERAL ROUTE NUMBER
Non Federal-aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
Paul Smith Road - South Main Street (Boardman)

GENERAL DESCRIPTION OF WORK:
Authorization to Advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/28/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80		for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-058

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S[illegible]-OS-2500(2)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator 1-29-80

PROGRAM NO.

ITEM NO.
80224

COUNTY NAME
Morrow

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

Roger Lang

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
FEB 15 1980
~~1-29-80~~

FEDERAL ROUTE NUMBER
Non Federal Aid

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

Paul Smith Road - S. Main Street (Boardman)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change see below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-6-79 I approve the revised construction costs to a TEC of $232,750 with Federal participation limited to $190,200.

(Incr TEC $136,392 - FF $107,885)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-29-80	G. K. H[illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-018

[illegible]

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 1/28/80

Donald L Rout

Feb. 28, 1980 Bid Letting ______ All Clear Deadline

SECTION Paul Smith Rd. - S. Main St.

Highway Wilson County Rd.

County Morrow Region 5

Type of Work ______ Funds ______

State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study		☒			☒

Boardman

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 28, 1980

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 28, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. SOS-OS-2500(2)

Highway No. 2025

Federal-aid Project Name Paul Smith Rd.-S. Main St. (Boardman)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO

_____ Beard _____ Stoudenmeyer _____
✓ Cole _____ Sample _____
_____ Eriksen _____ Watson _____
_____ Hager _____ Dunn _____ Leu _____
[✓ Return] Discuss Do File Copy Do

RJH:[illegible] FINAL DESIGN ENGINEER

R. Henry

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Section Paul Smith Rd. - S-Main St. (...) Programming Estimate $

Highway County Rd. (Wilson Rd.) Project Length 1.00 mile

County Morrow Completion Time 120 Cal. days

Kind of Work Paving Est. Comp. Date 7-28-80

Prefix 225-1963 - E Letting Date Feb 28, 1979 Project No. 505-05-2500(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 100,628.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-15-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 5]
District Number

ATTENTION:
Roger Lang

FROM:
HR

COMMENTS:
Please inform the county.

Form 731-0022 (7/78) SP*70682-734

. . 700

. . 500

$ 1200

Subtotal	$ 101,828.00
Contingencies (4-1/2%)	4,582.26
Engineering (8, [✓ 9,] 10%)	9,164.52
Subtotal	$ 115,574.78
Credit for	
Estimated Net Authorization, Construction	$ 115,574.78
Est. PE Costs	13,000.00
Est. total project Cost.	128,574.78
Less Fed. Share (86% @ 128,574.78)	110,574.31
	18,000.47
Less Co. Ad. Deposit for P.E.	1,740.00
Less Co. Early Deposit for Const.	14,168.00
Est. Remaining Costs	$ 2,092.47

APPROVED

Road Design Engineer

Section Paul Smith Rd – S-Main St. (Dairman Jdeo. Programming Estimate $ ____
Highway County Rd (Wilson Rd.) Project Length 1.00 mile
County Morrow Completion Time 120 Cal. days
Kind of Work Paving Est. Comp. Date 7-28-80
Prefix 225-1963-E Letting Date Feb 28, 1979 Project No. 505-05-2500(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 100,628.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	700	
Temporary Pavement Striping	500	
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ____		
Roadside Seeding & Mulching		$ 1200
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 101,828.00
Contingencies (4-1/2%)		4,582.26
Engineering (8, [✓ 9], 10%)		9,164.52
Subtotal		$ 115,574.78
Credit for ____		
Estimated Net Authorization, Construction		$ 115,574.78
Est. PE Costs		13,000.00
Est. total project Cost.		128,574.78
Less Fed. Share (86% of 128,574.78)		110,574.31
		18,000.47
Less Co. Ad. Deposit for P.E.		1,740.00
Less Co. Early Deposit for Const.		14,168.00
Est. Remaining Costs		$ 2,092.47

APPROVED

____
Road Design Engineer

EGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date 1/10/80

Section Paul Smith - S. Main St. (Boardman Sec.
County Morrow
Kind Of Work Paving
Length 1.00
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	—	7,500^{00}
	Temporary Protection and Direction of Traffic		All	All	—	1,900^{00}
	Temporary Signs		Sq. Ft.	233	6^{00}	1,398^{00}
	Temporary Barricades		Each	2	115^{00}	230^{00}
	Flagmen		Hour	80	23^{00}	1,840^{00}
	Roadwork					
	Aggregate Shoulders		Ton	920	10^{50}	9660^{00}
	Class "B" Asphalt Concrete		Ton	2,200	35^{50}	78,100^{00}
						100,628^{00}

TOTAL TO DATE JOB COST SUMMARY DECEMBER 1979

DESCRIPTION OF JOB OR CONTRACT

[redacted]

12,693.07 XX

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S-OS-2500(2)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80224

COUNTY NAME Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED 3-24-78

DATE AUTHORIZATION EFFECTIVE 1-14-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Paul Smith Road - South Main Street (Boardman)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-21-79 I approve the revised Construction costs to a TEC of $100,985.75 with Federal participation limited to $86,645.63.

(Increase $11,235.75 - F.F. $9,640.63 Appro Code 680)

DATE 1-14-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-918

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1979

In Reply Refer to
File No.:
PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 80224
Project No. SOS-OS-2500(2)
Paul Smith Rd.,-S. Main St. (Boardman) Sec.
Morrow County

I hereby request your approval of a minor program change on the subject project to utilize the balance of Appn. Code 680 funds in the amount of $9,640.63 released from the final voucher on project SOS-1200(2). This change will involve financing as follows and result in a reduction in additional Appn. Code 680 funds previously requested.

Appn Code	Work	Total Cost	Federal Funds
680	P.E.	$ 12,250.00	$ 10,510.00
680	R/W	5,000.00	4,290.00
627	Const.	6,608.25	5,669.87
680	Const.	100,985.75	86,645.63
	Subtotal	$124,844.00	$107,115.50
680(additional)	Const.	125,856.00	107,884.50
	TOTAL	$250,700.00	$215,000.00

I further request authorization of the increase of $11,235.75 in total cost and obligation of $9,640.63 in federal funds.

CL:fkc

cc: H. Reynoldson

Form 734-3122

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 30, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

TO: D. E. Swan
Operation Programming Engineer

SALEM

SUBJECT: Paul Smith Rd.-S. Main St. Sec.
Wilson Road (Boardman)
SOS 2500(2)
Morrow County

It is noted the above project is not listed in the November schedule of contract lettings.

The County has obtained permits of entry and/or donation right of way for all affected parcels and Harold Brainerd, R/W Supervisor, has certified the right of way to be clear. Also, the County has approved the plans and project estimate dated October 25, 1979.

County forces will begin clearing of right of way, relocating of fences and grading operations next week. Utility companies have been notified to adjust their facilities.

Please take the steps necessary to get this job on the letting schedule at the earliest possible date. It is felt the County may get some price break if we can get in on the early part of a contractor's schedule and avoid conflict with other projects.

New on Feb. 28 Sched
AAH

RCL;vt
cc: Judge McElligott
D. O. Christensen
Jack Sullivan
H. N. Van Cleave - Bud, please meet with County to discuss grading and base requirements.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
DEC 3 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 11-21-79

Subject: Federal Aid Project No. S05-2500(2)
Project Name Paul Smith Road - S. Main St. Section on Wilson Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

County of MORROW

County Judge/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date ____________

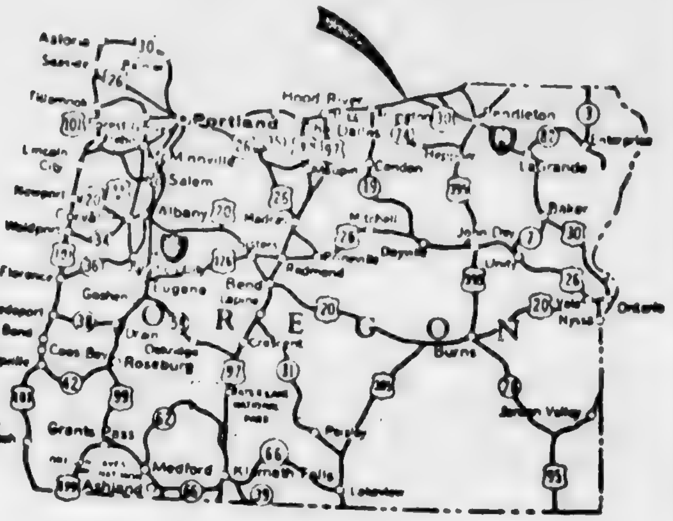
Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

PAUL SMITH RD. ~ S. MAIN ST. (BOARDMAN) SEC. COUNTY ROAD (WILSON RD.) MORROW COUNTY				SHEET No. 1
FED ROAD D. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

)F OREGON
' TRANSPORTATION
IWAY DIVISION

ROPOSED PROJECT

IN ST. (BOARDMAN) SEC.
D (WILSON RD.)
W COUNTY



APPROVED Nov 7 1979

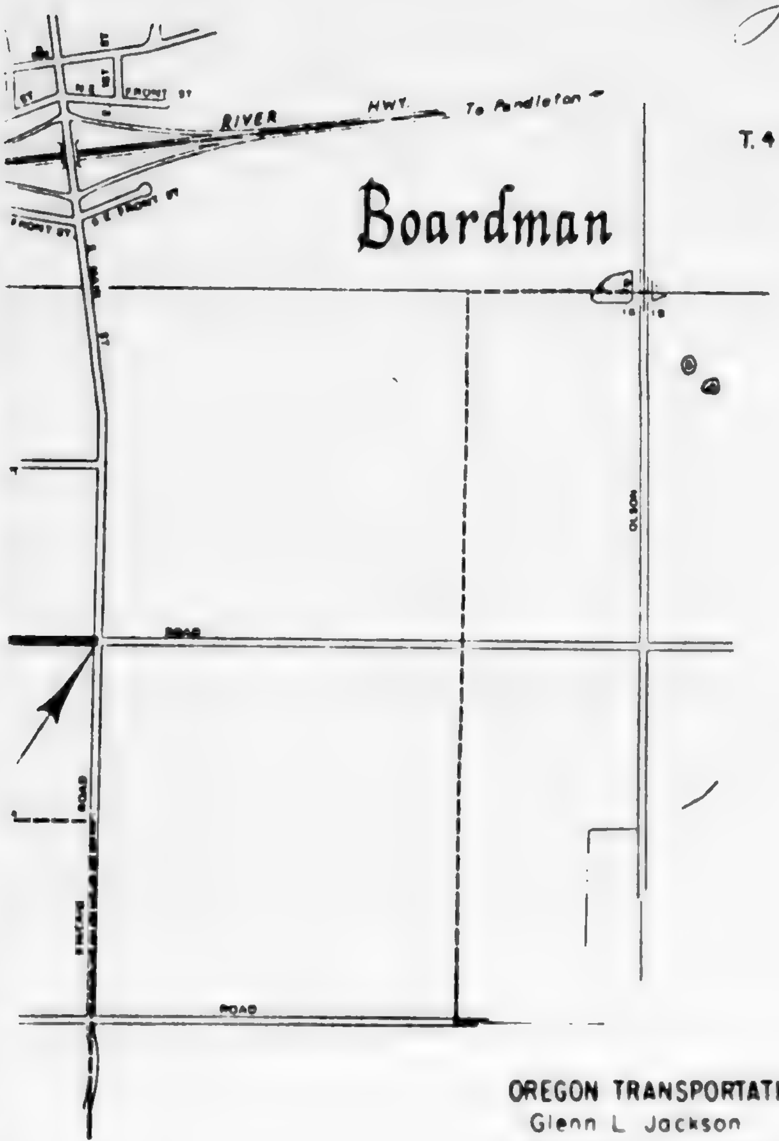
COUNTY COURT OF Morrow COUNTY

BY Donald C McElligott
COUNTY JUDGE

Warren [illegible]
COUNTY COMMISSIONER

Dorothy [illegible]
COUNTY COMMISSIONER

T. 4 N., R. 25 E.



ch Map
800 1600 Feet

Preliminary Plans
Oct. 25, 1979

H S COULTER

E S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Michael P Hollern	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Tom Walsh	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

In Reply Refer to
File No.:

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Telephone 963-3177

November 5, 1979

Hon. Don McElligott, Judge
Morrow County
Courthouse
Heppner, Oregon 97836

Dear Judge McElligott:

RE: Paul Smith Rd.-S. Main Street Section, Wilson Road, Boardman, SOS Project

Enclosed for your review and approval are two copies of preliminary plans dated 10/25/79, which have been based on survey data submitted by H. N. "Bud" Van Cleave, with the approval of Judge Nelson.

This project was first requested by Judge Paul Jones, and we have encountered several problems because of escalating construction costs and right-of-way problems. The decision to perform grading, drainage and application of base rock with County forces was made in order to hold down the project cost. Also, the County is attempting to obtain right-of-way.

Also enclosed are estimate sheets, prepared by our Design office in Salem, showing the costs as they see them at this time. I do not wish to dispute their figures; however, I feel we should be able to get a better price than what is shown if we can go to bid in December or January. Before we can call for bids, we must have all right-of-way cleared, which may present a problem because of the many signatures required to clear Homer Hughes' estate.

If the cost estimate proves to be correct, I am sure we can find some way to proceed with the project within the framework of advance deposits the County has made. One solution would be for the County to place the shoulder material, which is a relatively small item but reflects a considerable amount of money.

The financial picture as I see it is shown below:

Federal Funds Available................	$107,116.00	(86%)
Deposit required on full amount........	17,437.00	(14%)
	$124,553.00	

(Note $819 additional deposit will gain $6,853 in total project cost.)

Advance deposit received....................	$ 16,618.00	(14%)
Federal Funds presently matched.............	102,082.00	(86%)
Total project funds available...............	$118,700.00	

Balance available for construction on total funds available:

	$124,553.00	$118,700.00
P.E.	-12,500.00	-12,500.00
	$112,053.00	$106,200.00

I hope this will give you enough information for action by the Court. One way or another we will salvage and complete this project. Your early approval and clearance of the right-of-way will enable us to proceed with contract letting. Return one copy of the plans to me for further processing after they have been approved.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/sjk
Enclosures

CC: D. E. Swan
D. O. Christensen
H. N. Van Cleave

10 12

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-OS-2500(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80224

COUNTY NAME Morrow

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info | [illegible] | [illegible] | D.R. | Sign | Act | File

DATE PS&E APPROVED	3-24-78
DATE AUTHORIZATION EFFECTIVE	9-28-79
FEDERAL ROUTE NUMBER	Non Federal-aid
STATE ROUTE NUMBER	County Road

GENERAL LOCATION:

Paul Smith Road - South Main Street (Boardman) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 25, 1979, I approve the program change adding Appropriation Code 627 to the construction phase of the subject project for a revised construction TEC of $96,358.25 - Federal Funds $82,674.87. (Increase TEC $6,608.25 - Federal Funds $5,669.87) and changing project prefix to SOS-OS.

Request for additional funds for construction under Appropriation Code 680 should be submitted by separate letter when funds become available.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-79	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-818

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 25, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Change
Item No. 80224
Project No. SOS-2500(2)
Paul Smith Rd.-S.Main St.(Boardman) Sec.
Morrow County

I hereby request your approval of a minor program change to joint finance the subject project utilizing Off System Roads funds (Appn code 627) in the amount of $5,669.87, which was released from the final voucher on project OS-2500(1), to supplement Appn code 680 funds. This change is necessary to prevent lapse of Appn code 627 funds and will reduce the additional amount in Appn code 680 funds previously requested in our letter of August 6, 1979. This change will involve the following revisions in project numbering and financing:
Project No.---change to SOS-OS-2500(2)

APPN CODE	WORK	TOTAL COST	FEDERAL FUNDS
680	P.E.	$ 12,250.00	$ 10,510.00
680	R/W	5,000.00	4,290.00
627	Const.	6,608.25	5,669.87
680	Const.	89,750.00	77,005.00
	Sub total	$ 113,608.25	$ 97,474.87
680(additional)	Const.	137,091.75	117,525.13
	Total	$ 250,700.00	$ 215,000.00

I further request authorization of the increase in total cost of $6,608.25 and obligation of the $5,669.87 in federal funds (Appn 627) prior to September 30, 1979 to prevent lapse of these funds.

CL:sr
cc: R. Hacek
H. Reynoldson

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1979

In Reply Refer to
File No.:

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Minor Program Changes
Safer Off-System Roads Projects

I hereby request your approval of a minor program change on the following listed projects to increase the estimated total cost and federal funds for the construction phase on each project as follows:

				Net Increase	
Item No.	Project No.	Total Cost	Fed. Funds	Total Cost	Fed. Funds
80215	SOS-2204(1)	$ 75,250	$ 64,500	$ 37,150	$ 31,820
80404	SOS-3000(2)	244,400	209,430	6,400	5,430
80224	SOS-2500(2)	250,700	215,000	137,025	117,526
90055	SOS-3300(1)	250,700	215,000	69,700	59,770

This change is necessary to provide for the maximum amount of federal funds available to the local jurisdiction as per agreement on each of the projects.

I further request your approval of a minor program change on Project OS-0400(1) to joint finance the project utilizing appn. code 680 funds to supplement appn. code 627 funds. This change is necessary since insufficient federal funds are available in appn. code 627 to cover the submission of the final voucher. This change will involve the following revisions in project numbering and financing:

Project No: Change to OS-SOS-400(1)

Appn. Code 627	Total Cost	Fed. Funds
PE	$ 25,000	$ 19,547
Roadway Str.	68,488	53,550
Appn. Code 680	187,484	146,593
	$280,972	$219,619
Structures	18,400	14,310
Total	$299,372	$234,000

CL:dmc
cc: H. Reynoldson

Form 734-3122

Transfer of OFF SYSTEM Funds

(Federal Funds)

From				To
Project #	Section Name	Amount	Section Name	Project #
OS-2500(1)	UPRR X ing (Patterson Ferry Rd) Section Morrow County	$5670	Paul Smith Rd - S. Main St. Section on Wilson Road Morrow County.	SOS-2500(2

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

June 15, 1979

Hon. D. O. Nelson
Judge, Morrow County
Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Advance Deposit
Paul Smith Road - S. Main Street Sec.
Wilson Road

Pursuant to your request I have contacted our Project Management Section regarding the early payment of advance deposit for construction of the above subject project.

Rec [illegible] 14 [illegible]

We will accept your deposit of budgeted monies at this time even though we are not yet ready to advance the project to contract letting. Please make your check payable to The Oregon State Highway Division and mail to Harold Reynoldson, Project Management Section, State Highway Building, Salem, Oregon 97310.

I am hopeful we will be able to come up with the additional federal funds needed for the project in the near future.

Sincerely,

Roger C. Lang
Federal Aid Engineer

RCL;mt
cc: Hal Reynoldson
H. N. Van Cleave

M

Form 734-3122

ASSOCIATION OF OREGON COUNTIES

PRESIDENT • GEORGE CALVERT — JOSEPHINE COUNTY
FIRST VICE PRES. RLE C. MISENER — UNION COUNTY
SECOND VICE PRES. • STAN SKOKO — CLACKAMAS COUNTY
TREASURER • F. E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.
P.O. BOX 12729
SALEM, OREGON 97309
(503) 585-8351

P. JERRY ORRICK, EXECUTIVE DIRECTOR

May 29, 1979

Judge D. O. Nelson
Morrow County Court
County Courthouse
Heppner, OR 97836

Re: Paul Smith - South Main Section of Wilson Road

Dear D. O.:

The AOC Transportation Technical Advisory Committee reviewed your letter to Mr. Lang of April 26 requesting additional funding for the above project or permission to perform the improvement with your own forces. Messrs. Wimer and Harwell participated in the discussion and are aware of the uniqueness of your problem.

It is my understanding from the discussion that Morrow County may perform the improvement with its own forces if additional funding is not available. This is authorized by 23CFR655.506(b)(1) of the Federal Highway Administration regulation. However, the regulation requires the State to request approval from FHWA.

I hope this will enable you to complete the above-mentioned project. Please keep me advised as the matter progresses.

Sincerely,

Bill

Bill Penhollow
Executive Assistant

lg

cc: ✓Gerald Wimer
Roger Lang

CCE ☐ OM ☐
FAE ☐ OPE
MAY 30 1979
M
File: PM FA
LG GP

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 30, 1979

Roger C Lang

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Paul Smith Road - South Main Street Section
Wilson Road
Project No. SOS-2500(2)

TO: Gerald Wimer
Project Management

S A L E M

Enclosed is a copy of a letter from Judge Nelson concerning the above subject project.

Judge Nelson is asking for additional SOS monies to fund the project. Hopefully, Congress will furnish the additional funds or they will be available from someone who has surplus monies.

If additional funds are not available, Judge Nelson is asking they be allowed to complete the project under a C.F.O. basis. They would place an oil mat in lieu of A.C. pavement.

Please advise if additional information is needed.

RCL:lt

Enclosure

cc: Judge Nelson
Bill Penhollow
H. N. Van Cleave

Discussed w/ Swan 5-2-79
Says he thought request dealt with overrun. See Nelson's last paragraph.
Since it dealt w/ basic project, he needs written info (might just as well include CFO) for him to submit written "Finding in Public Interest" for FHWA to consider.
CRS 279.023 doesn't stop CF work exceeding $50,000 but it too must be satisfied before we can authorize. Left word for Roger to call

G. Wimer

cc Roger Lang
5/4/79

5-1-79

Buz – Can you secure FHWA approval of concept so we might answer Lang. Someone needs to consider CRS 279.023

FHWA has no objection to non-participating work. CRS obviously applies if CFO exceeds $50,000. I don't believe the OSHD should be paying for the CFO!

Prange
Reynoldson

M

MORROW COUNTY COURT

Heppner, Oregon 97836

DELWIN O. NELSON, Judge
Heppner, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

April 26, 1979

☐ RE ☐ RCE ☐ RME ☐ RCE
APR 30 1979 ☐
RECEIVED
REGION 5 OFFICE

Mr. Roger Lang
Region Federal Aid Specialist
Oregon State Highway Division
P. O. Box 850
La Grande, OR 97850

Re: Paul Smith-
South Main Section
of Wilson Road

Dear Sir:

The Court has been advised that Congress is working on a bill authorizing the use of $90,000,000 for S.O.S. funds.

We have made a request for funds for the Wilson Road Project and $91,805 has been allocated. The total cost of the project is $122,706 with Morrow County's share to be approximately $28,451. This is about $15,000 more than the project originally called for.

We would like to have this project, and it is needed; but, due to serious damage to our county road system due to floods and extreme winter conditions, we will be unable to come up with the extra money for the Wilson Road-South Main-Paul Smith project.

If you cannot make these extra funds available from Federal dollars, would you please allow us to do the job on a force order basis with you compensating the county for this force order.

Sincerely,

Delwin O. Nelson, Judge
MORROW COUNTY COURT

DON:ag

[illegible]

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

April 2, 1979

The Honorable D. O. Nelson
Morrow County Courthouse
Heppner, OR 97836

Dear Judge Nelson:

Paul Smith Road (Wilson Road) South Main Street Section, County Road No. 662, Project No. SOS-2500(2)

As I have previously informed you, Congress has not provided all of the funds provided for by the Highway Act in FY 1978 and so far has provided no funds for FY 1979 and 1980. Consequently, we find ourselves locked into dollar amounts, that were based on the original application of September 15, 1976, as the Federal Highway Administration has advised us all monies are now obligated and there are no reserves to draw from for esculated projects.

Programmed funds for the project are as follows:

	Federal Funds		Maximum Est. Cost
Preliminary Engineering	$10,510		$ 12,250
Right of Way Acquisition	4,290		5,000
Construction	77,005		89,749
Totals	$91,805	÷ 85.8% =	$106,999

Projected project costs based on the best estimate I have at this time:

Preliminary Engineering	$ 12,250
Right of Way	0*
Construction	110,456**
Apparent Total Cost	$122,706

*Based on assumption Right of Way is obtained at no cost.

**Based on estimate by H. N. Van Cleave, January 11, 1979

Apparent cost to the County under present funding available:

Apparent Cost	$122,706
Maximum Fundable Project [illegible] 85.8%	10[illegible]
	$ 15,707
Plus 14.2% of 89,740	12,744
	$ 28,451

At this time, we are asking you for a course of action to follow regarding your project. We are also asking 13 other Local Governments for their course of action. I am enclosing a copy of a letter from Mr. Gerald Wimer and "Alternative Two" which was agreed upon by the AOC-Technical Advisory Committee. Please note Item 2(b) identifies May 7, 1979, as the latest date that Local Governments may identify proceeding with the project or cancelling out.

If someone cancels out, the Federal funds will be transferred to Agencies continuing with their projects. It appears as though it is a cat and mouse game, one waiting for the other to move. If the additional Federal funds of $13,477 show up the total construction cost to the County would be $14,974 rather than $28,451.

Please consider your options carefully and advise me when you have determined a course of action. Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:lt

Enclosures (2)

CC: Gerald Wimer
H. N. Van [illegible]

701

Date 3-23-79 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Morrow Co Projects File No.

Received (call) (~~visit~~) from Roger Lang

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Recent FAS-C Flood Damage Projects – agrees SBR not appropriate for Bridge portion

SCS Project -- Says 123,195 needed per 3-15-79 writeup. Appears to mean #91,505 obligated. They have in mind now a project under (?) #110,500.

Prange – Let Lang know just what is available for this project – Done! DMA

Signature J Wimer

File (JJ) ( ) ( ) ( ) ( ) ( ) ( ) (R) Prange TAA
Circulate: PME LGE OPE FAE CCE OM Other

7312

General Files

Oregon State
Museum of Anthropology
College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

RECEIVED
TECHNICAL SERVICES
MAR 9'79
REFER TO
FOR
Info | Inver | R/D | D/R | Sign | Act | File

March 5, 1979

TO: Environmental Section
Highway Division
Oregon State Department of Transportation
416 Transportation Building

HUNTER

Attention: Pieter Dykman

FROM: D. E. Dumond, Principal Investigator
R. M. Pettigrew, Survey Archaeologist for Highways

SUBJECT: Report on the archaeological survey of the Paul Smith Road-South Main Street Section of Wilson Road in Morrow County

The archaeological survey of the Paul Smith Road-South Main Street Section of Wilson Road in Morrow County was completed on February 22, 1979, by Dr. Richard M. Pettigrew, Research Associate and Survey Archaeologist for Highways, Oregon State Museum of Anthropology (OSMA). The project area (see attached map) is located in sections 16 and 17, T4N, R25E, Will. Mer. at an elevation of 310 to 350 feet above mean sea level.

The proposed project is to widen the existing 18'-20' roadway to 28' for a distance of one mile, to pave the roadway and shoulders with asphalt concrete, and to provide drainage as necessary.

The project area is in the Columbia Basin geologic province of eastern Oregon, whose bedrock is composed mostly of Miocene basalt. The Boardman area is in the central and most arid portion of the province, on a plain where the topography is flat to gently undulating, the soils are primarily sandy, of alluvial and aeolian origin, and the vegetation is dominated by desert shrubs (such as sagebrush), grasses, and prickly-pear cactus. Irrigation and development has allowed other species, primarily the introduced locust and Russian olive, to invade the area.

Mammalian fauna now present in the area are limited to small animals. In aboriginal times this was prime habitat for pronghorn antelope, but these have been eliminated. There is no permanent water in the project area; consequently, deer, fish, and waterfowl, all important to the aboriginal economy, are absent in the immediate vicinity. However, only one mile to the north is the Columbia River with its associated rich and diverse biota.

The undulations in the topography in the eastern half of the project area appear to be the results of duning. If this is so, then it would be possible for archaeological remains to be buried below the surface. Otherwise, the burial of archaeological remains would be unlikely, since the last flood which reached as high as the project area was probably the Spokane Flood of 11,000 to 13,000 years ago. Human occupation of western North America prior to this period is controversial.

On record in the Oregon Archaeological Survey files of OSMA are 18 sites and two previous archaeological surveys within 20 miles of the project area. Seventeen of these sites are adjacent to the Columbia River, and only one on the arid plains south of the river. Most archaeological attention has so far focused on the river, however, so there is a good chance that the site density away from the river is higher than it would appear.

No evidence of archaeological sites was found during the survey of the proposed project. Throughout most of the area, the soils were well exposed and the vegetation was not a hindrance. Only on the south side of the road in the western quarter of the project area, around a series of long-established residences, and on the north side of the road at the western extremity (about 100 meters long) was the vegetation dense enough to make it very difficult to see the soils. The density of this vegetation is the result of recent irrigation.

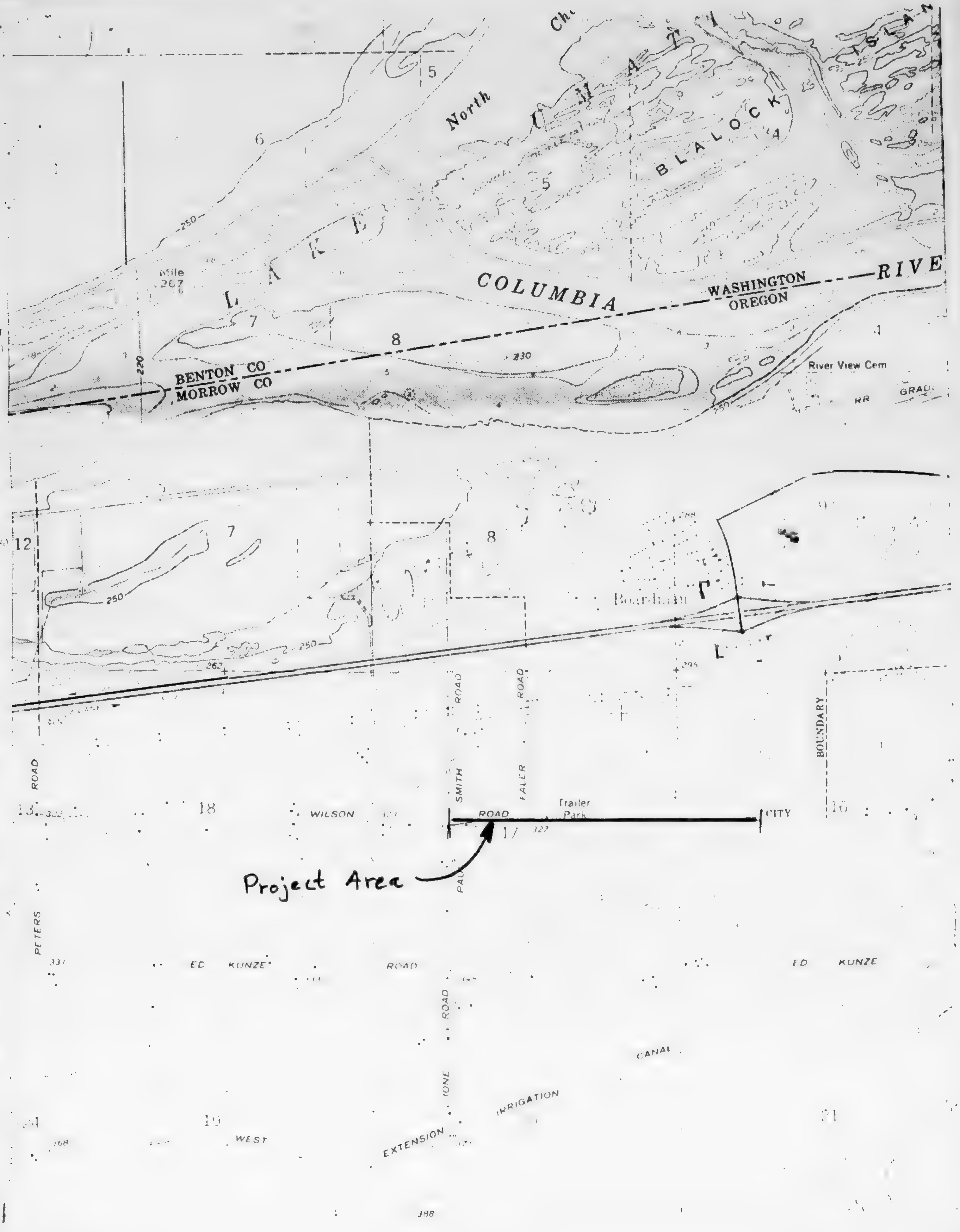
We recommend no further mitigating action for archaeological resources. Subsurface cultural deposits are possible, owing to the presence of windblown natural deposits, and it is possible, though unlikely, that vegetation at the western end of the project area disguises an archaeological site. In the event that archaeological remains are uncovered during construction, the staff of OSMA should be notified of the discovery before the remains are disturbed further. This action will satisfy the requirements of Section 105.13, Standard Specifications for Highway Construction, which stipulates that archaeological remains found during construction be properly recorded or preserved before they are destroyed.

Evidence of an archaeological site in this area includes flakes of obsidian, chert-like stone or basalt from the manufacture of flaked stone tools; flaked stone tools such as projectile points ("arrowheads"); stone bowls and pestles; charcoal deposits and fire-cracked rock; bones; and shell deposits.

Under a new Oregon law (Chapter 647), "Persons disturbing native Indian graves through inadvertence, including by construction...shall reinter the human remains at their own expense under the supervision of an appropriate Indian organization." Failure to comply is a class A misdemeanor. Since Indian burials are often isolated, it is not possible to predict whether or not they will occur in the project area. If a human burial is found, first report it to OSMA so that it can be identified as Indian or non-Indian. If Indian, it should be reported to officials of the Umatilla Indian Reservation so that arrangements can be made for ultimate reburial as specified in the law. If non-Indian, it should be reported to the Morrow County Sheriff.

Five fossil localities are reported in the Paleontological Localities file of the University of Oregon's Condon Museum of Geology within 20 miles of the project area. Most of the large number of specimens collected at these localities were found in blowouts such as exist in the vicinity of the proposed project, and are mostly of Pliocene age. It is suspected that much of the fossil material in these localities was redeposited by flood waters, but the localities are nonetheless valuable for their potential contribution to our knowledge of the very ancient environment of the Columbia Basin. Similar localities may exist within the project area. If fossilized bones, or any other fossil materials, are found during construction, they should be sent to the Department of Geology, University of Oregon, for identification and recording. Collection data (a description of the location and deposits) should accompany the specimens. If concentrations of bones (over ten bones per cubic foot or several large bones) are found, work should be stopped at the location and OSMA should be contacted for further instructions.

Distribution:
5 - Oregon State Department of Transportation
1 - State Historic Preservation Office
3 - Oregon Archaeological Survey, OSMA
1 - R. M. Pettigrew
1 - D. E. Dumond


North
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LAKE
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WASHINGTON
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BENTON CO
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River View Cem
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GRADE
Boardman
ROAD
SMITH ROAD
FALLER ROAD
BOUNDARY
WILSON
ROAD
Trailer Park
CITY
PETERS ROAD
ED KUNZE ROAD
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Project Area

96 12

Morrow

HIGHWAY DIVISION 378-6558

February 15, 1979

J. B. Boyd
Right of Way Manager

J. H. Versteeg
Road Design Engineer

Paul Smith Road-South Main Street Sec.
Wilson Road (County Road)
Morrow County
Files 50504 A,B,C,D

Attached is an authorization, descriptions, and prints for subject project, which is scheduled for May 24, 1979.

By: R

Robert R. Rounds
R/W Desc. Supervisor

RRR:cj
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

January 19, 1979

FILE:

FROM: Bob Aldrich
Region Office Engineer

TO: F. E. Terpin
Location Engineer

SUBJECT: Paul Smith Road-S. Main Street
(Boardman)
Wilson Road
Morrow County
Prefix 225-1963

SALEM

Herewith is the following location survey records on the subject project:

1	roll	Assessors Plats (4 sheets)
1	roll	Working Profile
1	roll	Cross-Sections
1	roll	Detail Map, Mylar 1"=50'
1	book #1	Field Notes (transit, level, cross-section, topog and ℄ offset
1	book #2	Project Photos
1	pad #1	Earthwork comp., pipe data, base and leveling course comps., new A. C. comp., etc.
1	folder #2	Narrative Report, Estimate of Cost

This project has been downscoped after the original location was completed. This was discussed at a meeting with Morrow County Officials in which they requested a contract for a simple overlay to stay within their available funds. They will do all other work and will acquire additional right of way with the States help. The County also will be responsible for power line and telephone adjustments.

BA/vt
Enc.
cc: H. N. Van Cleave

RECEIVED
JAN 24 1979
LOCATION
SECTION

Paul Simth Road-S. Main Street (Boardman)
Wilson County Road
Morrow County

The following work will be performed by Morrow County forces at no cost to the State or Federal Government:

1.) Remove and reinstall fences at the locations as indicated on the plans.

2.) All excavation and embankment work (general; trench; ditch).

3.) Aggregate base.

4.) Install 12 inch and 18 inch corrugated metal pipe at the locations shown on the plans and/or at such other locations as necessary for proper drainage.

5.) Remove and reinstall mail boxes as required.

~~6.) Adjust top of manhole~~.

7.) Reference out and protect property and/or subdivision corners as required.

The following work will be done by Pacific Northwest Bell Telephone Company:

1.) Relocate, outside of the excavation and embankment areas, 3 junction boxes that are necessary to be moved.

2.) Move the telephone line (cable) that is attached to power poles.

The following work will be done by the power company:

1.) Move 20 power poles, and in cooperation with PNWB, move their telephone (cable) line.

Protection of Other Facilities:

A few of the valve boxes on the 8 inch water main have been tied into the survey. Many were not found or looked for during the survey but should be located and protected from the contractors work. It has been mentioned that all of these valves should not be covered over by the new construction.

Work Performed by Others:

The following work shall be performed by the contractor under the supervision of the State.

1.) Mobiliaztion.

2.) Temporary Protection and Direction of Traffic.

3.) Temporary Signing.

4.) Flagging.

5.) Furnish and Place 3/4"-0" or 1"-0 Shoulder Rock.

6.) Furnish and Place Class "B" or "C" Asphalt Concrete Mix.

7.) Extra For Asphalt Concrete Road Approaches.

Also, Contractor will furnish all labor and materials in performace of the above required items.

The following work shall be performed by the State:

1.) Engineering.

2.) Inspection.

3.) Preparation and Submission of all Estimates.

NARRATIVE REPORT

Paul Smith Road - South Main Street (Boardman)
Wilson Road
Morrow County

HISTORY

The Authority for Survey was submitted November 29, 1977 by Roger Lang, Region 5 Federal Aid Specialist. The location was started by J. R. Hagedorn but was turned over to W. C. Ferguson about September 1, 1978, due to Hagedorn's transfer to Bend. The field work was completed about Sept. 1, but was unable to complete the office work so the job was transferred to the Region Office, to be completed by Forrest Epley.

TYPICAL SECTION

The asphalt concrete pavement will be increased in width from 20 feet to 24 feet, to a depth of 2½ inches.

The aggregate base will vary from 10 inches to 11 inches in the shoulder area.

The subgrade width is 34 feet with a finish grade width of 28 to 30 feet.

HORIZONTAL ALIGNMENT

This location follows the existing alignment with varying the construction centerline to stay within the 40 foot right of way.

CONSTRUCTION EASEMENT

It will be necessary to obtain construction slope easements on each side of Wilson Road so as to be able to properly slope the excavated and embankment areas. These areas would then revert to the property owners for maintenance and upkeep.

MATERIALS

Approximately 3241 cubic yards of excavation will be required to shape the existing roadway subgrade to proper grades. On top of this prepared subgrade there will be approximately 5254 tons of aggregate base rock and leveling material and approximately 2176 tons of asphalt concrete pavement.

The contractor will be required to remove about 1685 linear feet of fence (1595 feet of old type 1 fence and 90 feet of wood corral fence). This will be replaced with new type 1 fence and new corral fence at about the same locations.

DRAINAGE

Two new pipes, a 12-inch C.M.P. and a 18-inch C.M.P., will be needed for drainage on this project. It may be necessary, but was not figured into the estimate, to place additional pipes at other locations.

DETOUR

A detour may be necessary at various stages of construction but the contractor should be aware that there is a fire station along this road that will have to be available to the public at all times. Hence, a detour is not planned, but for the contractor to work this project under traffic.

APPROACHES

This project has about 21 approaches to various buildings that require paving. The item of "extra for asphalt concrete approaches" is in the estimate of cost. The asphalt concrete has been computed for quantity and added into the regular asphalt concrete roadway quantities. This bid item will cover the extra work that the contractor will encounter.

MATERIAL SOURCES

At the present time, no State nor County material source has been set up for this project. The thought being that the contractor would be responsible in obtaining his own source or to purchase the materials from the commercial source in Boardman.

Addendum to Narrative Report
Paul Smith Road - South Main Street (Boardman)
Wilson Road
Morrow County

Horizontal Alignment

The main roadway was shifted to the right (southerly) of the shown centerline. The purpose of this shift is for the travel lanes to stay within the existing right of way.

Construction Easement

It may be necessary to purchase the additional with on the southerly from Station 13+50 to 26+50. The fill slope comes inside a corral and it also hits a barn (lean-to shed). The building itself is not worth moving but perhaps it could be purchased outright, torn down and then obtain the slope easement. It is shown on the detail map as obtaining an easement along this portion of roadway.

A bid item has been placed in the quantity summary for the reconstruction of the wood corral fence along or near the southerly right of way line. Another reason, perhaps, why this portion whould be purchased.

Utility Relocation (Work by Others)

There are two utilities involved; the power company and Pacific Northwest Bell Telephone Company. It will be necessary to move approximately 20 power poles to the south, varying from about 5 feet to 20 feet. The telephone company has a large cable attached to each pole and this will be adjusted at the time the power poles are moved. The telephone company also has three junction boxes that will require a move to the south, varying in distance. Some of the power poles are within the road's right of way, but some are outside the road right of way. Whether a special easement will be required for the placement of the poles at the location will have to be worked out.

Protection of Corners (Work by Others)

There are four subdivision corners that should be referenced out prior to the beginning of work and then replaced after the work is completed. These have all been tied in by the field survey crew and shown on the detail map or in the notes.

Addendum to Narrative Report

Paul Smith Road-South Main Street (Boardman)
Wilson Road
Morrow County

A meeting was held with Morrow County officials concerning the estimate for contracting this project. The officials stated that they did not have the funds to cover the necessary cost. It was decided to down scope the project to a simple overlay. Morrow County will perform all of the work on this project except for paving and shoulder aggregate. By eliminating these items from the estimate the cost of the project is estimated to be $90,964 for the bid items or a total of ~~[illegible]~~ 110,456 with engineering and contingencies.

Shoulder Aggregate Material

The local material supplier does not produce a 3/4"-0 material but they do produce 1"-0. I recommend the Special Provisions be written to allow the use of either 3/4"-0 or 1"-0 as the contractor may elect.

Asphalt Concrete Mix

I recommend that the county special mix of either "B" or "C" asphalt concrete be specified for this project. (Sample specification attached)

Asphalt Tack Coat

Approximately ~~4.~~ 273 tons of asphalt tack coat will be required for this project. I recommend this be included in the Class "B" or "C" asphalt concrete. (Sample specification attached)

Additional County Furnished Items

Two items are listed, i.e.: [illegible], ~~[illegible]~~ and [illegible] of property and/or subdivision corners to be done by the County at no cost to either the State or Federal Funds.

EGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sh

ction Paul Smith Rd. - S. Main St. (Boardman) Unit
ighway Wilson Road County Morrow
Length 1.0 Designer H. N. Van Cleave Draftsman Prefix 225-196
Date 1/11/78

Grading and Surfacing Items

Item No.	Spec	Item	Unit	Quantity	Price	Amount
1	110	Mobilization	Lump Sum	100%		6,738
2	111	Temp. Protection & Direction of Traffic	Lump Sum	100%		1,000
3	111	Flagman	hours	80	21.50	1,720
4	304	Shoulder Aggregate	ton	1,000	8.50	8,500
5	403	Class "B" or "C" Asphalt Concrete Mix	ton	2,183	32.00	69,856
6	610	Extra for Asphalt Concrete Approaches	each	21	150.00	3,150
		Total Bid Items				90,96
		Additional Anticipated Items				
		Adjust Water Valves & Manhole				1,000
		Striping				300
		Engineering & Contingencies 20%				18,19
		Total Costs of Project				110,45

9C 72

FORM 81-734-3030-X

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
December 22, 1978

FROM: Roger C. Lang
Region Federal Aid Specialist

Roger C Lang

TO: Memo to Files

SUBJECT: Paul Smith Rd.-S. Main St. Section
Wilson Road, Boardman
SOS-R Project
Morrow County

On December 20, 1978 Region 5 staff members Bob Hector, H. N. Van Cleave, Marlin Gerlach and myself met with the Morrow County Court and Roadmaster Doc Sherer to review the above subject project and discuss available alternates in order to bring the project within the County's funding capability.

As a result of such discussion the following determinations were made.

1. County will perform clearing, rough grading and base rock (pit run gravel) items.

2. State will proceed with obtaining right-of-way on southerly side of Wilson Road. [illegible] noted the City of Boardman offered to assist in obtaining R/W at no cost to county.

3. Van Cleave will revise plans to properly reflect the scope of the project and revise R/W lines as necessary.

4. State will proceed with plan development for July 7 bid letting.

RCL/vt
cc: Hal Versteeg
Frank Turpin
Gerald Wimer
H. N. Van Cleave

9042

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 28, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Harold Brainerd
Region 4 R/W Supervisor

SUBJECT: Right of Way Services Agreement #103
Paul Smith Road - S. Main St. Sect
Morrow County

MISC. CONTRACTS and AGREEMENTS No. 6426

Frall

Misc C&A 6426

Attached is a signed copy for the County and one for your files of the subject agreement.

Will this project be programmed for Federal-Aid?

Z
AE
mp

cc: Cecil Head, w/orig.
Bob Wheeler, Finance, w/c
Local Gov't Programs, w/c
Dale Allen, w/c
Condemnation, w/c

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Morrow County Court
Courthouse
Heppner, OR 97836

Attention of Mr. Harold Sherer
Co. Roadmaster

Request No. (assigned by staff engineer or head of section) cc 1886

Date August 28, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

PE (AD412)	$1,740
R/W (AD416)	$ 710
	$2,450

Itemized Statement: PE & R/W Advance Deposit

Quantity	Unit	Description	Unit Price	Amount
		To be retained	$ 600	
		To be transferred to State Hwy. funds for the PE and R/W for the Paul Smith-S. Main St. (Boardman) Section SOS-2500(2)		$1,850
		Covered by agreement #6426		

If payer has made payment for this service, indicate the amount of payment $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 2,450

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service

Credit distribution: 225-1963

Submitted by: Harold Reynoldson

Approved: Regional Engineer

Approved: G. W. Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz
Region Engineer

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

May 3, 1978

M

The Honorable D. O. Nelson
Morrow County Judge
County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Advance Deposit.
Right of Way Acquisition
Paul Smith Road-S. Main Street
(Boardman) Section

Under the terms of the approved Preliminary Engineering and Construction Finance Agreement, the County shall forward to the State its advance deposit in the amount of 14 percent of the estimated cost of each portion of the work.

The application submitted September 15, 1976 identified $5,000 as participating right of way costs.

Federal Share	$4,290
County Share	710

Please make your check payable to the OREGON HIGHWAY DIVISION and forward it to me for further processing.

Sincerely,

Roger C Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
cc: Gerald Wimer
J. R. Hagedorn
Harold Brainerd
Region V Right of Way

Form 81-734-3123

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

P. O. BOX 850 LA GRANDE, OREGON 97850 PHONE: 963-3177

April 24, 1978

Honorable Judge D. O. Nelson
Morrow County Court
Morrow County Courthouse
Heppner, Oregon 97836

Re: Advance Deposit
Paul Smith Rd-South Main
Street (Boardman) Section
Project No: OS-2500(2)

Dear Judge Nelson:

Under the terms of the Approved Preliminary Engineering and Construction-Finance Agreement, Item 3, Page 2, THINGS TO BE DONE BY COUNTY, "County shall, prior to proceeding with each phase of the project, forward to the State its advance deposit in the amount of 14% of the total estimated cost of each portion of the work."

Estimated cost of Preliminary Engineering	$12,250.00
Federal Funds	10,510.00
County Share	1,740.00

Please make your check payable to the OREGON HIGHWAY DIVISION and forward to me for further processing.

Sincerely,

Roger C Lang
ROGER C. LANG
Region 5 Federal Aid Engr.

[illegible]

RCL/crp

cc: Gerald Wimer
J. R. Hagedorn

Reynoldson

Form 81-734-3123

9012

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -2500(2)

STATE PROJECT NO. See Below

COUNTY NAME Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80224

FROM:

G. L. GREEN, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED 3-24-78	DATE AUTHORIZATION EFFECTIVE 3-24-78	FEDERAL ROUTE NUMBER Non Federal aid STATE ROUTE NUMBER County Road

GENERAL LOCATION:

"Paul Smith Road - South Main Street (Boardman) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, Right of Way and Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION: Including Utility Preparatory Work and Archeology Salvage
☐ OTHER (Specify) TEC NTE $12,250, Fed funds $10,510

* TEC NTE $5,000- F.F.$4,290
☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

* Federal participation is limited to that R/W actually incorporated in the final location.

REMARKS

As requested in Mr. Swan's 3-20-78 lettter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $89,750, Federal funds $77,005 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof. The manpower reporting requirement required by the Economic Stimulus Appropriations Act of 1977 apply to the construction phase of this project.

DATE 3-24-78	SIGNATURE OF APPROVING OFFICIAL G.K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 20, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Section Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80224
Project No. SOS-2500(2)
Paul Smith Road-S. Main Street (Boardman) Section
Morrow County

Attached data for the subject project consists of PR-1 form with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage at an estimated total cost of $12,250 with an obligation of $10,510 in federal funds.

(2) Authorization to proceed with right-of-way acquisition necessary to obtain construction easements at an estimated total cost of $5,000 with obligation of $4,290 in federal funds.

(3) Authorization for construction at an estimated total cost of $89,750 with an obligation of $77,005 in federal funds.

DRH:dpy

Attachment

cc: W. E. Schwartz, Region 5
Harold Reynoldson

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	March 20, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 68 Co. Rd., Wilson Road (Boardman)	**ADT**	PRESENT 250	FUTURE (66) (70) 400	YEAR (71) (72) 98	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62 PE, Grade & HT Surface	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 … 23 SOS -	NUMBER 7 2500

CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System		COUNTY NAME Morrow			
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. N	FEDERAL-AID Non	(32) STATE Co. Rd.	(36) (37) U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Paul Smith Road- S. Main Street (Boardman) Section"	1.0	12,250	10,510	---	1,740 (Co.)
5					**ROW**			1.0	5,000	4,290	---	710 (Co.)
5					**CONST** (CODE) 6201			1.0	89,750	77,005	---	12,745 (Co.)

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	1.0	107,000	91,805	---	15,195 (Co.)
1	14	PROGRAM APPROVAL DATES 3-8-78			(16) (23)	(24) (33)	REMARKS	

-over

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 20, 1978

T LOCATION (45 typewriter spaces) Rd., Wilson Road (Boardman)	ADT	PRESENT 250	FUTURE 400	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680	ITEM NO. 80224

RK (35 typewriter rface	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS -	NUMBER 2500	SEQ. NO. (2)	I. Projects Only POST MI.	DESIG.

COUNTY NAME Morrow CODE 049

ROUTE NO. N — FEDERAL-AID Non — STATE Co. Rd. — U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		"Paul Smith Road- S. Main Street (Boardman) Section"	1.0	12,250	10,510	---	1,740 (Co.)	ROW-40' ; Access Control-none; Parking Restriction- None
W			1.0	5,000	4,290	---	710 (Co.)	
IST E)			1.0	89,750	77,005	---	12,745 (Co.)	
DRH		PROJECT TOTALS	1.0	107,000	91,805	---	15,195 (Co.)	

AL DATES 3-8-78

REMARKS

-over-

PAUL SMITH ROAD - S. MAIN STREET (BOARDMAN) SECTION
PROJECT NO. SOS-2500(2)

Existing Facility: Bituminous surface roadway 18' to 21' in width providing for two travel lanes with shoulders varying from 3' to 6'.

Adjacent Sections: Same as existing facilities.

Project Data: Work under this project consists of the following:
1) Preliminary engineering all phases including utility work and archeological salvage.
2) Acquisition of right-of-way all phases including necessary construction easements.
3) Grade, drain and high type pavement necessary to widen the existing facility to provide for 2-12 foot lanes with 2-ft. shoulders and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 10, 1978.

FHPM 4-1-4 Requirements:
a) State Clearinghouse -- A-95 review letter of approval dated March 7, 1978.
b) District 12 Clearinghouse -- Notice of Intent was sent to Clearinghouse on January 30, 1978 and since the Notice of Intent has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

FHPM 7-7-5 Requirements:
a) Public Hearings -- Not required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) Included in FY 78 Annual Program under "Statewide Safer Off-System Roads" in rural area.

9012

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
MAR 14 '78
REFER TO
FOR
Info | Infes | R/D | D/R | Sign | Act | File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon DOT Highway Division

PROJECT TITLE: Paul Smith Rd. - S. Main St.

DATE: March 7, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
W. E. Schwartz, Reg. 5
H. W. Oswald, Dis. 12
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford
D. E. Swan

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
1-[illegible]-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7802 2 070 Due Date: MAR 23 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

EVEN MINIMAL ROAD WIDENING CAN ADVERSELY IMPACT ARCHEOLOGIC RESOURCES. THIS WILSON COUNTY ROAD PROJECT IN MORROW COUNTY SHOULD BE SURVEYED FOR ARCHEOLOGIC SITES IN ORDER TO ASSESS ANY POSSIBLE IMPACT PRIOR TO CONSTRUCTION.

Agency: **HISTORIC PRESERVATION OFFICE**
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 1, 1978

PROJECT MANAGEMENT
PME ☑ CCE ☑ OM ☐
LGE ☑ FAE ☐ CPE ☐
MAR 3 1978
M
PM FA

The Honorable D. O. Nelson
Morrow County Judge
County Courthouse
Heppner, OR 97836

Dear Judge Nelson:

RE: Final Project Assessment
Paul Smith Road-S. Main Street

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3, Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/dlm
Enclosure

cc: Gerald Wimer
J. R. Hagedorn

Form 81-734-3123

9042

February 15, 1978

Morrow County Court
Courthouse
Heppner, OR 97836

Attention: Sadie Parrish
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6436

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Paul Smith Road-South Main Street Section of Wilson Road in Morrow County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

DATE: February 10, 1978

In reply refer to: HB.4-OR

SUBJECT: Oregon Project No. SOS-2500(-)
PROJECT ASSESSMENT
Paul Smith Road-S. Main Street
Wilson Road
Morrow County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Mgr, Environmental Section
Salem, Oregon

The subject project assessment submitted with your January 20, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hossner
for G. L. Green

cc:
ODOT (Moehring)
OSHD (Reg 5, Env)

2-21-78
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design- Lab Bldg.
Wendell Schwartz
H. W. Oswald
Vernal Moore
Gerald Wimer
B. L. Gifford

H N W

M/ Dnell

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 20, 1978

Section Paul Smith Rd.-S. Main Street

Unit (if appl)

County Morrow

City Outside Boardman City Limits

Highway Wilson Road

State Hwy. No.

Termini: M.P.(if appl)

Length 1.0 mile

Region 5

Construction Estimate $101,200 (Sept., 1976)
Program Amount

B. Purpose of Project:

Upgrade Wilson Road to meet new transportation demands.

C. Origin & History of Project:

Project was requested by local citizens and was approved by the Morrow County Court.

D. General Description of Project:

(1) Widen the existing 18'-20' roadway to 28'.
(2) Pave roadway and shoulders with asphalt concrete.
(3) Provide drainage as necessary.

Alignment: New ______ Existing X Combined ______

Typical Section: Existing: No. Lanes 2; Med. ______; Shldrs. X; Parking ______

Proposed: No. Lanes 2; Med. ______; Shldrs. X; Parking ______

Traffic: Existing Facility: Existing ADT 250; Projected ADT 400; Yr. 1980

Existing Level of Service ______

Proposed Facility: Projected ADT 250-400; Yr. 1990

Projected Level of Service 10 years

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 5

Acres 1.2± ; Type of Relocation Req. ______ ; No. ______

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required borrow will be obtained from existing local sources.

Type of Structure(s):

None.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

First priority of county off-system projects.

FHWA and/or OSHD approvals given, if any:

Approval is pending.

Location or Design Alternatives (identify and describe):

None. Project is limited in scope.

Other Descriptive Information or Comments:

A small amount of right-of-way (1.2 acres) will be required for slope easements.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located on the arid Columbia River plain at Boardman. Average annual precipitation is less than nine inches, most of which occurs during the winter months. Local topography is flat to gently undulating. Native vegetation reflects aridity; big-leaf sage associations being most common. A few locust, Russian olive, and other introduced species grow on farms and along near-by irrigation ditches. Wildlife is not particularly abundant in the vicinity of Wilson Road. Recent construction activity probably has had an adverse impact on resident bird and animal populations. The Umatilla National Wildlife Refuge, less than a mile north of Wilson Road, provides a haven for resident and transient birds. South of Wilson Road, developed land merges with miles of sage-dotted landscapes. Local streams are intermittent; drainage is north toward the Columbia River.

2. Cultural:

Boardman is a rapidly growing agri-business community. Favorable growing conditions, transportation, and markets have transformed areas of sagebrush land into productive farms. The area is fast becoming known for its circular irrigation systems and food processing facilities. Prior to recent agricultural development, the community was best known for the near-by military ordinance depot and bombing range. These facilities still exist. Pebble Springs energy site, presently under construction, also contributes to population growth and local economy.

Parcels on the north side of Wilson Road are rapidly converting into home sites, expanding trailer courts, and industrial building sites. These facilities are separated from one another by one or more parcels of undeveloped land. Although some construction is occurring on the south side of the road, it is less evident. Most parcels are occupied by scattered farmsteads. Widening, paving, and associated activities would have little if any adverse impact on environmental quality. Benefits far outweigh environmental costs.

Although the Columbia River is well known for prehistoric sites, archeolocical remains probably won't be encountered. This assumption is based on the limited scope of the proposal. Road alignment would remain unchanged; widening would be minimal.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   Additional right of way would be acquired for slope easements. Parcels abutting Wilson Road are not in agricultural production. Right-of-way acquisition would not constitute a significant impact.

2. Estimated Impact on Traffic Patterns:

   Temporary inconvenience.

   Consequences--Air Quality, Noise, Safety, etc.:

   Temporary noise associated with construction activities.

3. Estimated Impact on Land Use:

   No significant impact.

   Consequences:

   N.A.

4. Expected Impact on Natural Ecological Resources:

   No significant impact. No wetlands impacts.

   Consequences:

   N.A.

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

   N.A.

6. **Preliminary Identification of Areas of Critical Concern:**

No areas of concern have been identified. No wetlands impacts.

7. **Potential for Controversial Issues:**

None identified.

8. **Potential for Consistency of Proposal With:**

Project is consistent with local land-use, projected development, and environmental standards.

a. Clean Air Implementation Plans

b. Noise Standards A noise study report will be prepared.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

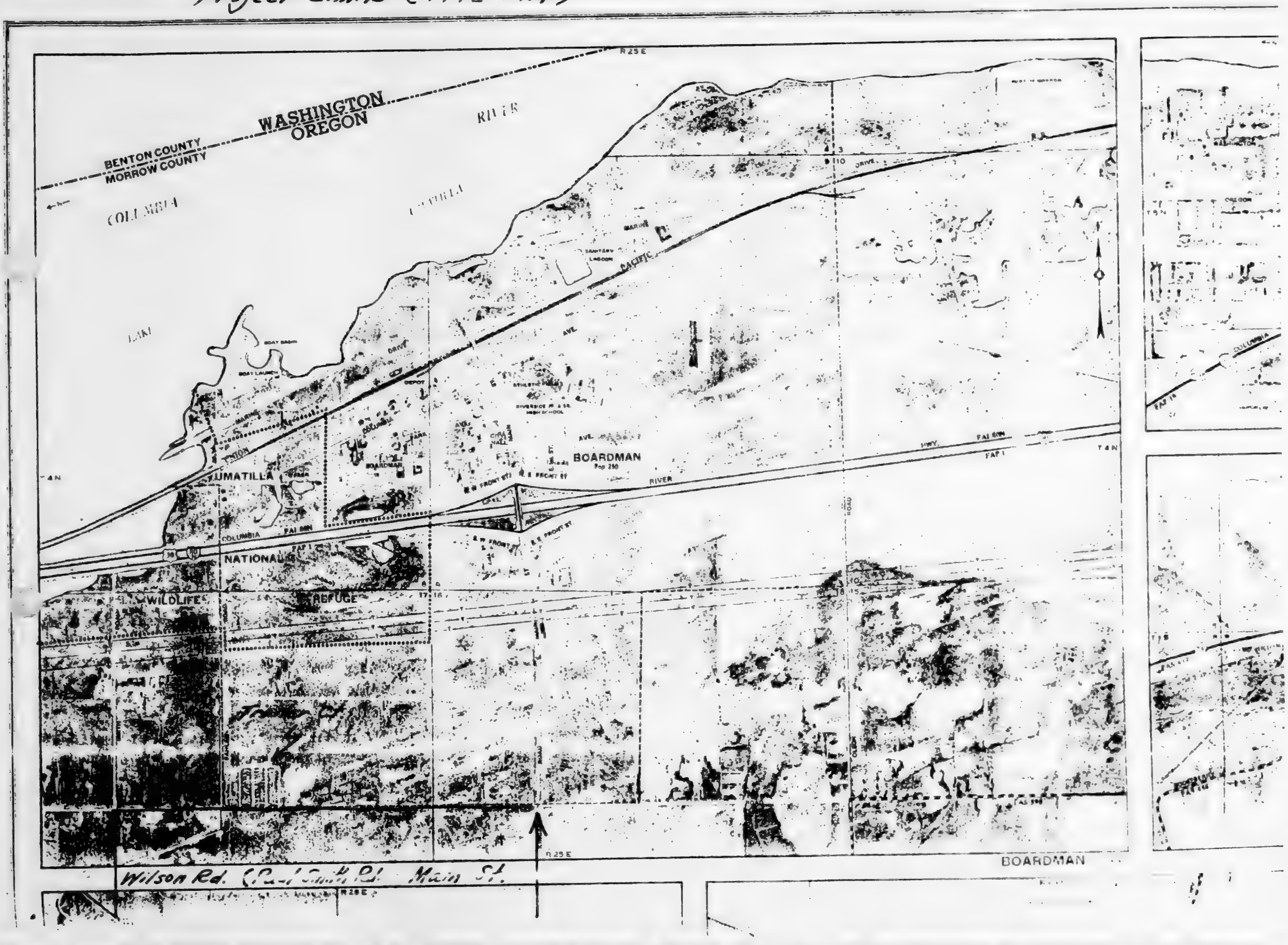
-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Project is limited in scope and is non-controversial.

D. Recommended Project Category: _____ 1 _____ 2 X 3 _____ 4

Project Limits (1972 Map)


BENTON COUNTY
MORROW COUNTY
WASHINGTON
OREGON
COLUMBIA
RIVER
LAKE
R 25 E
T 4 N
BOAT BASIN
BOAT LAUNCH
UNION
UMATILLA
PACIFIC
SANITARY LAGOON
MARINE
DRIVE
AVE.
DEPOT
RIVERSIDE JR. & SR. HIGH SCHOOL
CITY HALL
BOARDMAN
Pop 250
N.W. FRONT ST.
N.E. FRONT ST.
S.W. FRONT ST.
S.E. FRONT ST.
RIVER
HWY.
FAI 80N
FAP 1
COLUMBIA
NATIONAL
WILDLIFE
REFUGE
ROAD
R 26 E
OREGON
FAP 10
Wilson Rd. (Paul Smith Rd. Main St.

BOARDMAN

(#2) [illegible]

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

January 30, 1978

TO Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, OR 97801

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Paul Smith Rd.-S. Main St.
Highway: Wilson County Road
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be Feb. 28, 1978

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5: W. E. Schwartz
District 12: H.W. Oswald
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
[illegible]
REFER TO

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Paul Smith Rd.-S. Main Street	
11	12] PROJECT LOCATION—CITY Wilson County Road	PROJECT LOCATION—COUNTY Morrow PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] 1) Widen the existing 18' to 20' roadway to 28' [71

07 12] 2) Pave Roadway and shoulders with asphaltic concrete [71

08 12] 3) Provide drainage as necessary. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
86,860	--	--	14,140	--	101,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: January 30, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Feb. 43] DAY [44 28 45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 30, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVIS
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 20, 1978

Section Paul Smith Rd.-S. Main Street

Unit (if appl)

County Morrow

City Outside Boardman City Limits

Highway Wilson Road

State Hwy. No.

Termini: M.P.(if appl)

Length 1.0 mile

Region 5

Construction Estimate $101,200 (Sept., 1976)
Program Amount

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Upgrade Wilson Road to meet new transportation demands.

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Proposed: No. Lanes 2 ; Med. ____ ; Shldrs. X ; Parking ____

Traffic: Existing Facility: Existing ADT 250 ; Projected ADT 400 ; Yr. 1980
Existing Level of Service ____

Proposed Facility: Projected ADT 250-400 ; Yr. 1990
Projected Level of Service 10 years

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 5
Yes, No

Acres 1.2± ; Type of Relocation Req.__________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required borrow will be obtained from existing local sources.

Type of Structure(s):

None.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

First priority of county off-system projects.

FHWA and/or OSHD approvals given, if any:

Approval is pending.

Location or Design Alternatives (identify and describe):

None. Project is limited in scope.

Other Descriptive Information or Comments:

A small amount of right-of-way (1.2 acres) will be required for slope easements.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT.

A. Brief Environmental Setting of Project Area:

1. Natural:

The proposed project is located on the arid Columbia River plain at Boardman. Average annual precipitation is less than nine inches, most of which occurs during the winter months. Local topography is flat to gently undulating. Native vegetation reflects aridity; big-leaf sage associations being most common. A few locust, Russian olive, and other introduced species grow on farms and along near-by irrigation ditches. Wildlife is not particularly abundant in the vicinity of Wilson Road. Recent construction activity probably has had an adverse impact on resident bird and animal populations. The Umatilla National Wildlife Refuge, less than a mile north of Wilson Road, provides a haven for resident and transient birds. South of Wilson Road, developed land merges with miles of sage-dotted landscapes. Local streams are intermittent; drainage is north toward the Columbia River.

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Parcels on the north side of Wilson Road are rapidly converting into home sites, expanding trailer courts, and industrial building sites. These facilities are separated from one another by one or more parcels of undeveloped land. Although some construction is occurring on the south side of the road, it is less evident, Most parcels are occupied by scattered farmsteads. Widening, paving, and associated activities would have little if any adverse impact on environmental quality. Benefits far outweigh environmental costs.

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B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Additional right of way would be acquired for slope easements. Parcels abutting Wilson Road are not in agricultural production. Right-of-way acquisition would not constitute a significant impact.

2. Estimated Impact on Traffic Patterns:

Temporary inconvenience.

Consequences--Air Quality, Noise, Safety, etc.:

Temporary noise associated with construction activities.

3. Estimated Impact on Land Use:

No significant impact.

Consequences:

N.A.

4. Expected Impact on Natural Ecological Resources:

No significant impact. No wetlands impacts.

Consequences:

N.A.

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be required.

Consequences:

N.A.

6. Preliminary Identification of Areas of Critical Concern:

No areas of concern have been identified. No wetlands impacts.

7. Potential for Controversial Issues:

None identified.

8. Potential for Consistency of Proposal With:

Project is consistent with local land-use, projected development, and environmental standards.

a. Clean Air Implementation Plans

b. Noise Standards A noise study report will be prepared.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

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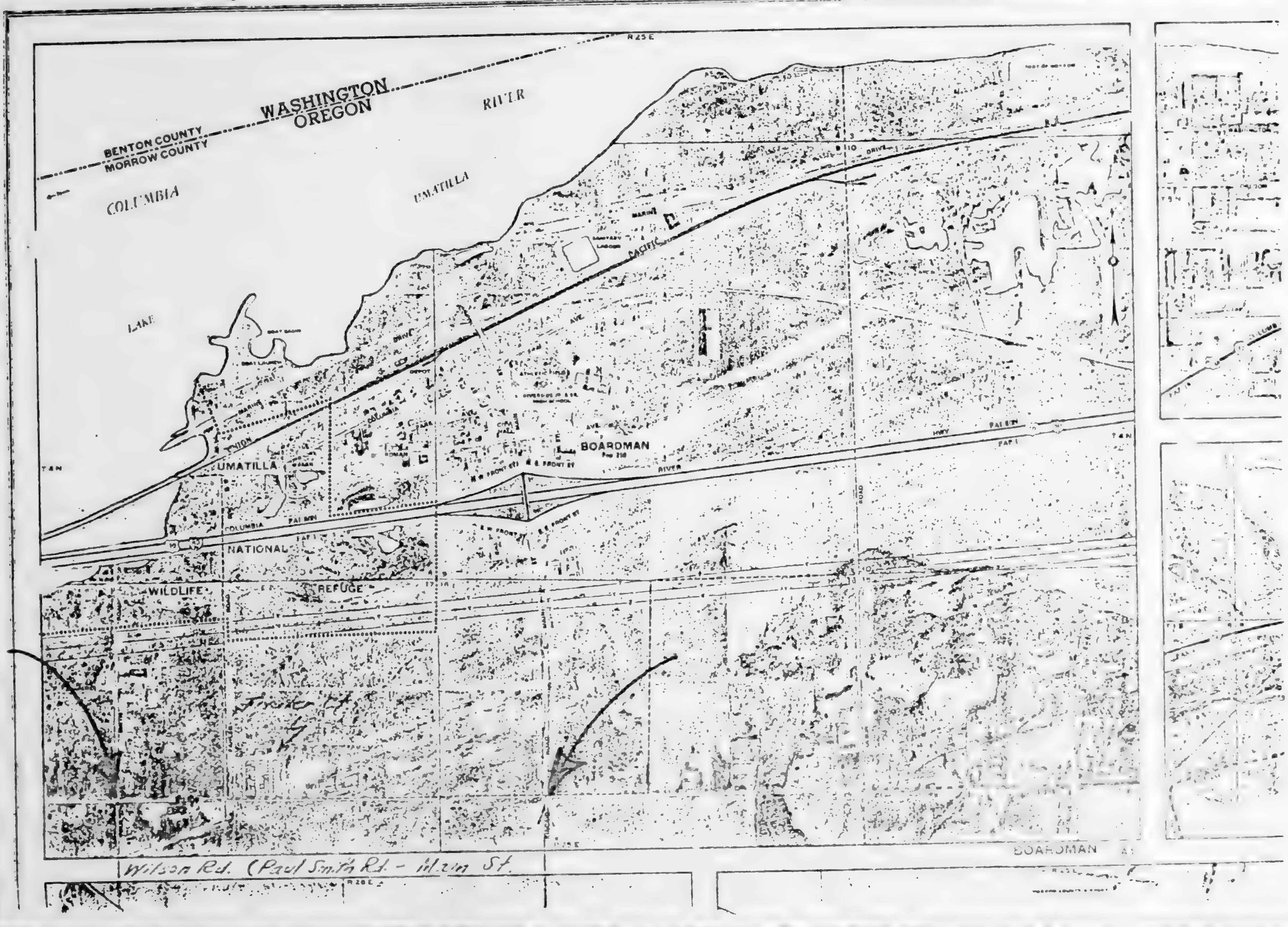
Project Limits (1972 Map)


WASHINGTON
OREGON
BENTON COUNTY
MORROW COUNTY
COLUMBIA
UMATILLA
RIVER
LAKE
R25E
UMATILLA
UNION
PACIFIC
BOARDMAN
NATIONAL
WILDLIFE
REFUGE
COLUMBIA
RIVER
HWY
ROAD
T4N
BOARDMAN

Wilson Rd. (Paul Smith Rd - Main St.

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   Consequences:

   N.A.

4. Expected Impact on Natural Ecological Resources:

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   Consequences:

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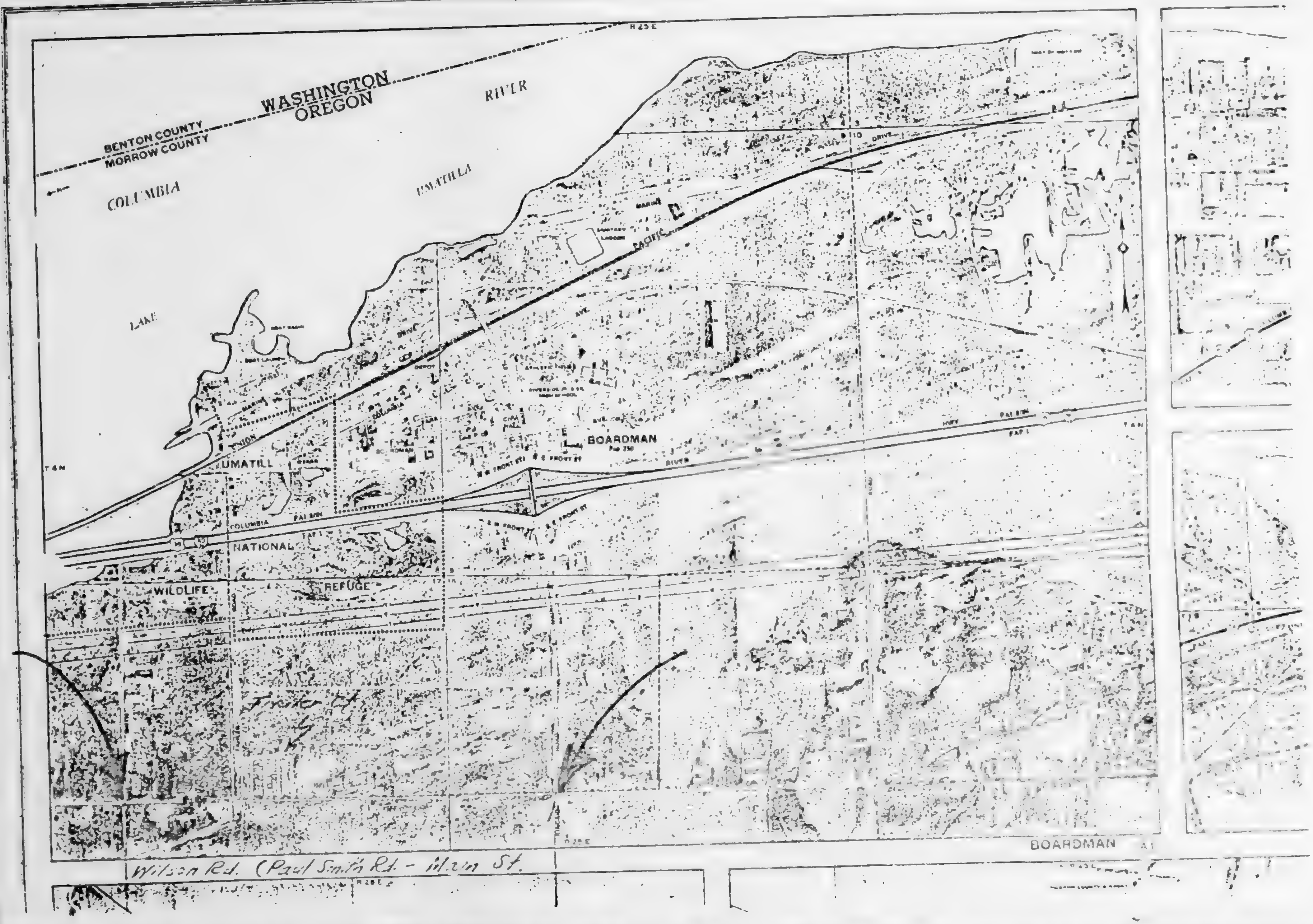
WASHINGTON
OREGON
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COLUMBIA
UMATILLA
RIVER
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UNION
PACIFIC
UMATILL
BOARDMAN
COLUMBIA
NATIONAL
WILDLIFE
REFUGE
R 25 E
R 26 E
T 4 N
BOARDMAN
Wilson Rd. (Paul Smith Rd. - Main St.

OREGON STATE HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 27, 1977

The Honorable D. O. Nelson
Morrow County Judge
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Nelson:

RE: Proposed SOS-R Project
Paul Smith Rd.-S. Main St. Section
(Wilson Road)

The Safer Off-System Roads (SOS-R) project which you applied for was approved by the Transportation Commission on December 15, 1977.

The next step in the project process is to obtain Federal Highway Administration approval of the project assessment and program monies required to accomplish preliminary engineering necessary to develop plans and specifications. Concurrent with this step, the project Construction/Finance Agreement will be developed.

I will be in touch with you as these steps are accomplished.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/dlm

cc: Gerald Wimer
Harold Brainerd
Verne Allen
J. R. Hagedorn
Verne Moore
Harlin Gerlach

Form 81-734-3122

9592

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1978 SOS-R Fund Allocation
Proposed Safer Off-System Roads Projects

On the consent calendar for the December 15 meeting will be a tabulation showing the distribution of fiscal year 1978 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

Also on the consent calendar will be twenty-five requests for approval of SOS-R projects. These projects are divided into three groups and are summarized as follows:

GROUP I-PORTLAND URBANIZED AREAS

Nine requests totaling $395,900 have been received for projects in the Portland Urbanized Area. City of Portland is requesting seven projects totaling $250,500, Tualatin's request is for a $70,400 project, and Multnomah County is requesting a $75,000 project.

GROUP II-CITIES UNDER 50,000 POPULATION

Requests totaling $672,000 have been received for projects in eight cities. Cave Junction's request is for a $[illegible] project, Depoe Bay - $75,000, Florence - $75,000, Hermiston - $179,000, Rainier - $50,000, Rogue River - $114,000, Sweet Home - $[illegible]3,000, and Veneta - $75,000.

GROUP III-COUNTIES, ROAD DISTRICTS, & INDIAN RESERVATIONS

Eight requests totaling $1,465,000 have been received from various counties for projects. Baker County is requesting a $134,000 project, Clackamas County - $251,000, Columbia County - $250,000, Douglas County - $270,000, Harney County - $103,000, Klamath County - $165,000, Morrow County - $102,000, and Union County - $190,000.

Federal Safer Off-System Roads funds for these projects are estimated at $2,044,990, with the local entities of government providing approximately $487,910 in match funds.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
John Sheldrake
A. Shirley, Jr.
C. M. Williams
W. E. Schwartz
D. N. Harvell
George Bell

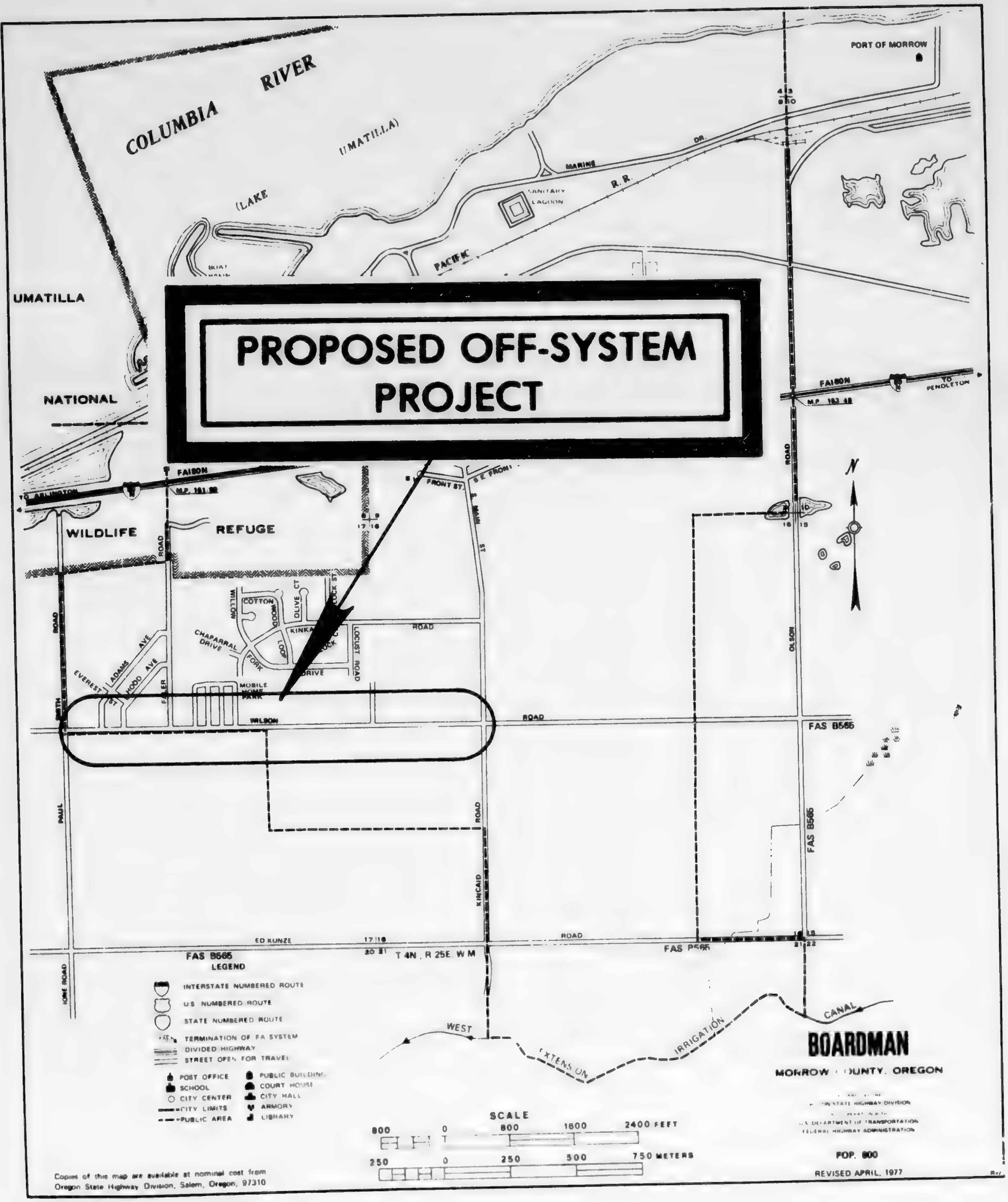
MORROW COUNTY
Proposed SOS-R Project

Paul Smith Road-S. Main Street
Section, Wilson Road
Grade, Pave, Sign and Stripe
1.0 mile
$102,000

This project consists of widening and improving a one mile section of Wilson Road in the City of Boardman. The existing 40-foot right-of-way is too narrow for the proposed roadway section and will require slope easements in some areas.

State will perform the preliminary and construction engineering.

77-b
12/1/77



PROPOSED OFF-SYSTEM PROJECT

COLUMBIA RIVER
(LAKE UMATILLA)
UMATILLA NATIONAL WILDLIFE REFUGE
PORT OF MORROW
MARINE DR.
SANITARY LAGOON
PACIFIC R.R.
FAISON
M.P. 163.48
TO PENDLETON
TO ARLINGTON
M.P. 161.90
S.E. FRONT ST
S. MAIN ST
ROAD
COTTON
WILLOW
WOOD
OLIVE CT
LOCK ST
KINKAID
CHAPARRAL DRIVE
FORK
LOOP
DRIVE
LOCUST ROAD
EVEREST
ADAMS AVE
HOOD AVE
FAKER
MOBILE HOME PARK
WILSON ROAD
FAS B565
PAUL
OLSON ROAD
KINCAID ROAD
ED KUNZE ROAD
17|16
20|21
T 4N., R 25E. W.M.
IONE ROAD
WEST EXTENSION IRRIGATION CANAL
N
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
BOARDMAN
MORROW COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
POP. 800
REVISED APRIL, 1977
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310

Form E-39 (Rev. 9-71)

SOS

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Smith Road-S. Main St. (Boardman)
Date November 29, 1977
Highway Wilson Road
Authorization No. 1
County Morrow
Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at Smith Road thence easterly about one mile to intersection of South Main Street.

		Requested
Field Survey	*(901)	5,000
Citizen Input	*(902)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	3,500
Soils & Geology	*(910)	500
Traffic	*(911)	
Landscape	(912)	
Liaison	*(913)	1,500
Utility	*(914)	250
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	*(921)	
Environmental	*(923)	
Planning	(924)	
Foundation Exploration	*(926)	
Seminars	(950)	
Hearings	*(980)	
Equal Opportunity	*(985)	
TOTALS		10,750

e of cost for widening,

Total estimated cost of survey $
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Region Federal Aid [redacted] Engineer

Recommended for Approval:

REGIONAL ENGINEER

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

ORIGINAL TO TERPIN 12-16-77

9612 Form E 9 [illegible]

12

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Paul Smith Road-S. Main St. (Boardman)
Date November 29, 1977
Highway Wilson Road
Authorization No. 1
County Morrow
Survey Prefix 225-1963 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning at Smith Road thence easterly about one mile to intersection of South Main Street.

Purpose of survey:

To prepare plans, specifications and estimate of cost for widening, grading and paving of existing county road.

[illegible]

Estimate of cost:	Field	901	5,000
	Plans	905	1,000
	R/W	909	3,500
	Soils	910	500
	Liaison	913	1,500
	Utility	914	250
	Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer one copy will be sent to the Regional Engineer and one copy to the [illegible] Engineer.

This form does not constitute authority for making surveys until approved and returned.

Submit separate [illegible]

Total estimated cost of survey . . . . . . $ 12,250

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem)

Total all authorizations approved (Salem) .

Requests made by:

Region Federal Aid Engineer

Recommended for Approval:

Region Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr. xxxxxxxxxxxxxxx

SP2021 731

MORROW COUNTY COURT

DELWIN O. NELSON, Judge
Heppner, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
HOMER W. HUGHES, Commissioner
Lexington, Oregon

Heppner, Oregon 97836

November 23, 1977

☐ RE ☐ RCE ☐ ☐
☐ ROE NOV 25 1977 ☒
☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. R. C. Lang
Regional Federal Aid Engineer
P. O. Box 850
La Grande, OR 97850

Re: Proposed Project
Smith Road-S. Main Sec.
Wilson Road
Morrow County
SOS Project

Dear Sir:

The Morrow County Court and Roadmaster met today and agreed to give you permission to perform the preliminary and construction engineering on the above-noted project.

Very truly yours,

Delwin O. Nelson

Delwin O. Nelson, Judge
MORROW COUNTY COURT

DON:ag

cy Gerald Wimer
J. R. Hagedorn w/copy of application

PROJECT MANAGEMENT
PME ✓ CCE H ON ☐
LCE FAE ☐ CPE ☐
NOV 2 1977
Holmes ✓

9692

Morrow Co.

OREGON STATE
HIGHWAY DIVISION

Region 5 Office
W. E. Schwartz, Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 20, 1977

The Honorable Paul W. Jones
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Jones:

RE: Safer Off-System Roads Program
Smith Road-So. Main (Wilson Road) Section

As you know, the 1976 Highway Act provided enabling legislation for the Safer Off-System Roads (SOSR) program for 1977 and 1978 but did not apportion any funds. I have received word that Congress is in the process of apportioning funds for SOSR, but only Fiscal Year 1977 is being considered at this time.

With the receipt of less than anticipated funds, your project is now listed under Fiscal Year 1978. Strict adherence to the first come, first served method of receiving projects has been observed. When the funds become available, I will notify you.

Sincerely,

Roger C. Lang

Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Anderson, Perry & Associates
George Hopkins
J. R. Hagedorn
Verne Allen
Verne Moore
Harlin Gerlach

PROJECT MANAGEMENT
MAY 23 '77
REFER TO
FOR
Info
Investigate
R/D
Action
File

Form 81-734-3123

CSR's

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 15, 1976

The Honorable Paul W. Jones
Morrow County Courthouse
Heppner, Oregon 97836

Dear Judge Jones:

RE: Proposed Off-System Project, Smith Rd.-S. Main St. Sec., Wilson Rd.

As you know, Congress has continued the Safer Off-System Roads Program in the 1976 Highway Act; however, an appropriation bill funding the program was not acted on prior to their adjournment.

Congress is not scheduled to reconvene until after January 1, 1977. The Highway Division cannot forward your project application to the Oregon Department of Transportation Commission for their action until Congress appropriates the funds. This delay is unavoidable on our part.

Appropriations of the funds may come at an early date or they could be delayed for some time. This could mean construction of your proposed project would be delayed until 1978.

I remind you than no work should be performed until the project is fully approved by the Federal Highway Administration.

I will keep you advised of any developments.

Sincerely,

Roger C Lang
Roger C. Lang
Regional Federal Aid Engineer

RCL/dlm

cc: Anderson, Perry & Associates
Vern Cusack, FHWA
R. H. Prange

H

RECEIVED
COUNTY & CITY SECTION
OCT 18 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☒ OPE ☐ CE ☒ RE ☒ RPE ☐

Form 31-734-3122

CSR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 20, 1976

FROM: R. C. Lang
Regional Federal Aid Engineer

RCLang

TO: R. H. Prange
Local Projects' Manager
County/City Unit

SALEM

SUBJECT: Proposed Project
Smith Road-S. Main Sec.
Wilson Road
Morrow County

Attached is Project Application and Environmental Assessment submitted by Morrow County. Item 3, Section II, Page 1 has been corrected to show the County's wishes.

Required engineering will be performed by a consultant which will be forwarded after the project has been approved by the Oregon Department of Transportation Commission. It is felt the estimates shown on Page 4 are realistic.

The attached Authority shows the anticipated expenditures the Division would incur.

RCL/dlm
Attachments

cc: Judge Paul Jones w/ attachments
Anderson, Perry, and Associates w/ attachments
V. Allen w/ Project Request
H. Gerlach w/ Project Request

RECEIVED
COUNTY & CITY SECTION

PROJECT MANAGER
SEP 2[illegible] '76

FEDERAL AID PROJECT REQUEST

Date September 15, 1976

Applicant Agency MORROW COUNTY

Request for: Off-System X , FAS-C____, FAUS____ Project

Federal Aid Route No.________ Route Name________

Project Name Smith Road - South Main Section of Wilson Road

Project Length 1.0 mile Project Location (Attach sketch map)

Project Description Widen, grade, pave between Smith Road and South Main.

Average Daily Traffic 250 - 400 Design Speed 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' - 21' Travel Lanes 2 (10') Shoulders varies (3'-6')

Medians None Parking N/A

Sidewalks None

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-12' Shoulders 4'

Medians N/A Parking N/A

Curbed N/A Length Curb Radii________

Sidewalk/Bikeway N/A

Remarks Cost benefit of sidewalk/bikeway does not warrant construction. No curves involved on this section.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes________ No X

3. Will additional right-of-way be needed? Yes X No________

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ~~X~~

Remarks Slope easements will be obtained from resident landowners.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

RECEIVED
COUNTY & CITY SECTION
SEP 1 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 1.57 & M.P. 1.70 on Wilson Road - Irrigation Ditches

Type 24" CMP W/Hdwl Timber W/Conc. Hdwl. Respectively

Approach Roadway Width 20' Shoulder Width 4

Length 12'+ Width 24

To remain in place? No

2. Proposed Structure:

Location M.P. 1.57 & M.P. 1.70

Approximate Size: Length 15'+ Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad N/A

Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dorris Graves, Morrow Co. Planning Commission
   Office
2. Environmental — David Moon, Morrow Co. Planner
   Office
3. Public Hearing — Judge Paul W. Jones, Morrow County Court
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant X

2. Project construction engineering to be performed by:

Applicant__________ State__________ Consultant X

3. Will applicant perform any work prior to or after award of contract?

Yes__________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 80,000
Right-of-way costs (if participating)	5,000
Traffic control	-
Illumination	-
Structures	-
Railroad	-
Other Construction Engineer	9,200
Preliminary engineering	7,000
PROJECT TOTAL	$ 101,200

Remarks

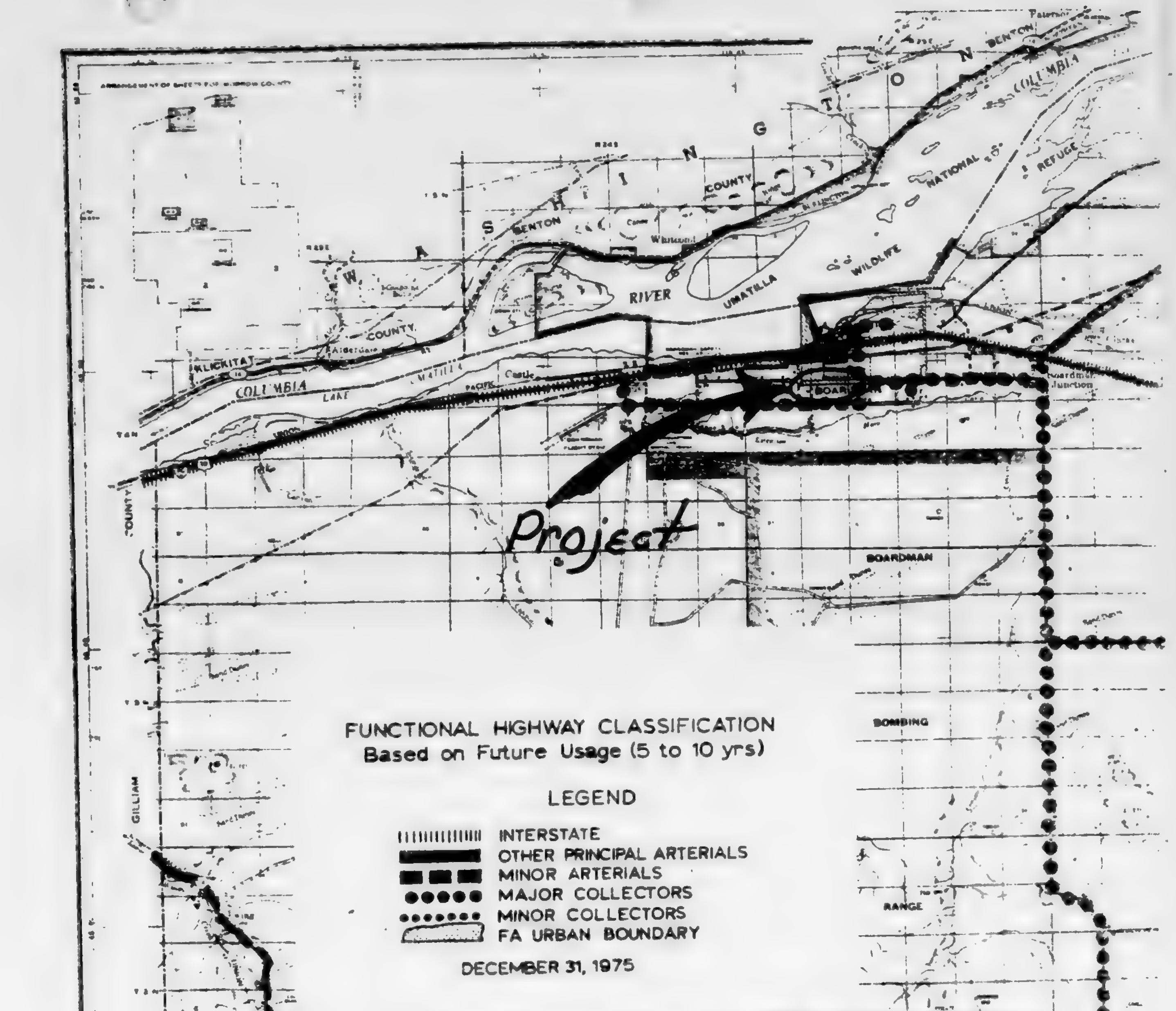
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or MORROW COUNTY

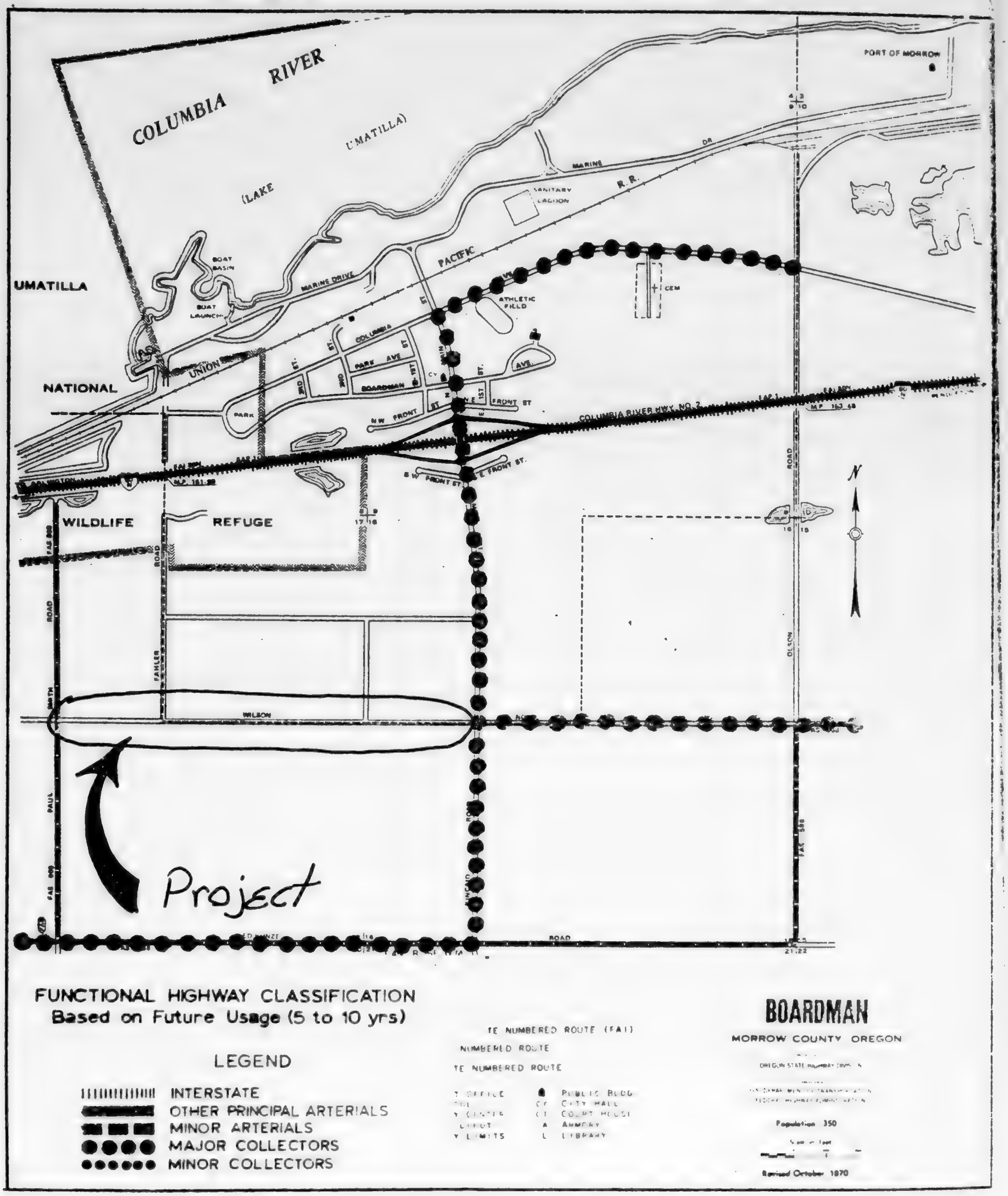
By__________ By Paul W. Jones

By__________ By Warren H. McCoy

By Homer W. Hughes



WASHINGTON
BENTON COUNTY
COLUMBIA
NATIONAL WILDLIFE REFUGE
RIVER
UMATILLA
KLICKITAT COUNTY
COLUMBIA LAKE
BOARDMAN
Project
BOMBING RANGE
GILLIAM COUNTY
IONE
LEXINGTON
FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)
LEGEND
INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
MAJOR COLLECTORS
MINOR COLLECTORS
FA URBAN BOUNDARY
DECEMBER 31, 1975



FUNCTIONAL HIGHWAY CLASSIFICATION
Based on Future Usage (5 to 10 yrs)

COLUMBIA RIVER
(LAKE UMATILLA)
UMATILLA
NATIONAL
WILDLIFE
REFUGE
PORT OF MORROW
MARINE DR
SANITARY LAGOON
R.R.
PACIFIC
UNION
MARINE DRIVE
BOAT BASIN
BOAT LAUNCH
ATHLETIC FIELD
CEM
COLUMBIA
PARK AVE
BOARDMAN
NW FRONT ST
NE FRONT ST
SW FRONT ST
SE FRONT ST
PARK
COLUMBIA RIVER HWY. NO. 2
M.P. 163.43
M.P. 161.58
OLSON ROAD
FAHLER ROAD
WILSON
PAUL SMITH ROAD
KINCAID ROAD
TATONE ROAD
Project
N
LEGEND
INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
MAJOR COLLECTORS
MINOR COLLECTORS
TE NUMBERED ROUTE (FAI)
NUMBERED ROUTE
TE NUMBERED ROUTE
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
BOARDMAN
MORROW COUNTY OREGON
OREGON STATE HIGHWAY DIVISION
Population 350
Scale in feet
Revised October 1970

DECEMBER 31, 1975

1980 Banfield Interchange Sec. of 9093
Pacific Hwy. in Portland.
(Deck joint repair)

RR 1014 4·30·80

File L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Cascade Const. Co.,Inc. No. 9164	Troutdale-Sandy River Br. Multnomah County	April 10, 1981
Morse Bros., Inc. No. 9076	Grand Ronde-Wallace Bridge Polk County	April 10, 1981
Hamilton Electric, Inc. No. 8849	SW 20th St. @ SW Court Pl. (Pendleton) Umatilla County	April 13, 1981
Dirt & Aggregate Interchange, Inc. No. 9182	SE Powell Blvd. Parking Lots "A" & "B" Multnomah County	April 13, 1981
Don Haisch Const., Inc. No. 9093	Banfield Interchange Multnomah County	April 15, 1981
C. H. Stinson, Inc. No. 9060	Maupin-Sherman Hwy. Jct. Wasco County	April 15, 1981
Fabricators, Inc. No. 9003	Black Canyon Cr.-Harper Jct. Malheur County	April 21, 1981
Poe Asphalt Paving, Inc. No. 9117	Ritter Jct.-Long Creek Grant County	April 28, 1981

May 7, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#9093

April 22, 1981

U. S. Fidelity and Guaranty Co.
P.O. Box 3459
Portland, OR 97208

CON 5
#9093

Gentlemen:

Contract No. 9093 awarded to Don Haisch Construction for deck joint repair on the Banfield Interchange (Portland) Section of the Pacific Highway in Multnomah County was completed on December 4, 1980, and accepted by the State Highway Division on April 15, 1981.

Final payment in the amount of $2,500 will be released to the contractor after April 27, 1981. The total contract amount is $118,930.33 including $9,771.33 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Don Haisch Construction, Inc.
2119 S. E. 186th
Portland, OR 97233

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Banfield Interchange (Structure E)

WEEK ENDING: March 28, 1981

SECTION PREFIX: 626-1120

HIGHWAY: Pacific

COUNTY: Multnomah

NAME OF JOB: Banfield Interchange (Structure "E")

KIND OF WORK: Deck Joint Repair

CONTRACTOR: Don Haisch Construction, Inc.

CONTRACT NUMBER: 9093

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 5, 1980

DATE WORK STARTED: May 12, 1980

ESTIMATED COMPLETION DATE: September 12, 1980

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: n/a

WORK DAYS USED: n/a

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 110

SPECIFIED COMPLETION DATE: n/a

PERCENT OF TIME ELAPSED: 92%

PROJECT AUTHORIZATION: $ 130,350.21

EXCLUSIVE OF ENGINEERING: $ 120,014.07

ENGINEERING AUTHORIZATION: $ 10,336.14

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 119,612.13

ENGINEERING COST TO DATE: $ 7,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 74 %

DATE PROJECT WAS COMPLETED: September 12, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8588E-A						
PERCENT	100%						

March 1981		WEATHER	Calendar ~~XXXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	22	P.Cloudy-Showers	0		Project completed.
MONDAY	23	Cloudy-Rain	0		
TUESDAY	24	P.Cloudy-Showers	0		
WEDNESDAY	25	P.Cloudy-Showers	0		
THURSDAY	26	P.Cloudy-Showers	0		
FRIDAY	27	P.Cloudy	0		
SATURDAY	28	P.Cloudy	0		

K

RECEIVED
MAR 31 1981
CONSTRUCTION
BRANCH

Keasey
Hopkins
Williams
Johnson
Richards
Borg
Widmer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3-22-81 SUNDAY	Don Haisch Construction, Inc. has completed all work required on this project. No work this week.
23 MONDAY	No work.
24 TUESDAY	No work.
25 WEDNESDAY	No work.
26 THURSDAY	No work.
27 FRIDAY	No work.
3-28-81 SATURDAY	No work.

REMARKS

STATUS: Don Haisch Construction, Inc has completed all work required on this project. State personnel worked early in the week on Semi-Final Estimate data and submitted same to Region I on Tuesday, 3-24-81.

This will be the last weekly report submitted for this project unless directed otherwise.

ANTICIPATED: File away job.

SIGNED Erle L. Calhoun LOCATION 9250 N.E. Skidmore, Portland, Ore., 97220
for: Arvey D. Nelson, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1-5

NARRATIVE REPORT

Banfield Interchange Section (Deck Joint Repair)
Pacific Highway, I-5
Arvey D. Nelson, Resident Engineer
Prefix 626-1120, Contract 9093
September 1980

MOBILIZATION

Railroad Insurance: The time required for the contractor to purchase the required railroad insurance was approximately fifty (50) days. During this time, no work, other than temporary signing and fabrication, could be performed, as the contract required that the work under the structure be performed before the work on the deck could begin. The contract time was in effect for this period. A possible solution for this problem would be to start the Workday or Calendar Day count upon the receipt of approval for the railroad insurance.

Railroad Access: During the pre-construction meeting it was found that a permit of access to the work area was needed from the Southern Pacific Railroad. According to Southern Pacific personnel, this permit of access is required of all parties, including the State of Oregon to enter upon Southern Pacific right-of-way. This permit came as part of the railroad's approval of the insurance. The need for this permit further delayed the access to the area under the structure.

TRAFFIC CONTROL

Southbound: As no provision was made for temporary signs to be moved and remounted once they were in place, two complete sets were used, one Northbound and one Southbound. Because of the distance to the shoulder area in the section immediately preceding the "The Dalles/I-84" exit, the use of low-mounted signs was approved for the outside signs to allow them to be placed adjacent to the travelled lane. No major problems were encountered in using the configuration shown in the plans for traffic control.

Northbound: The signs at the South end of the work area were mounted on weighted barrels due to the presence of islands and curbs which did not permit other means of mounting. All signs designated for the median area were mounted on custom-made mounts for median barrier.

Sequential Arrow Sign: The need for another sequential arrow sign was evident due to the closure of the outside Southbound travel lane. This was the result of the I-84 exit in the area. Also, the extra sign would provide a margin of safety in the event that one sign should fail.

EXPANSION JOINT REPAIR

Beam Restrainers: This phase of the contract presented several problems directly related to inadequate or erroneous information on the plans. The inability to gain access to the area under the structure also contributed to the problem. (This was due to the Southern Pacific Railroad entry permit requirement.) It was found that the field conditions of beam end clearances bore no resemblance to the dimensions shown on the plans. Price Agreement No. 1 was initiated to compensate the contractor for the extra labor and materials involved in measuring and refabricating the restrainer components to meet field conditions. This also necessitated the issuance of a Stop Work Order to wait for the components as well as for the railroad to make an inspector available.

The plans were lacking in detail as to how the restrainer assembly was to be installed. This could have been remedied by adding at least one other view of the assembly, preferably a Top view. It was also found that the 1/4-inch and the 1/8-inch shim plates were easier to install if the bolt holes were slotted to the edge of the plate. This allows the main plate to be loosely bolted into place and then shimmed to proper clearance.

The contractor, after finding the problem with the beam clearances, requested to weld, instead of bolt, the assemblies into place. This request was denied.

Cross Beam Top Repair: The major problem with this phase of the contract was the protection of the area once the existing concrete had been removed. The removal and replacement of the beam top required more than one work shift. The contractor elected to use large steel plates to cover the area where existing concrete had been removed. This presented two problems. One, the presence of these plates in the roadway caused the motorists to shy away from them or try to make lane changes to avoid them. Second, these plates had a tendancy to bounce when trucks went over them causing alignment problems and further complicating the motorist problem.

A recommendation to remedy this problem would be to use smaller plates and inset them into the areas removed for accomodation of the paving dams. This would make the plates less conspicuous to the motorist and control the positioning better.

The areas for the plate steel bulkheads were prefabbed to field measurements before being brought to the site. This procedure worked very well and helped to reduce the time required to replace the beam top . The rebar was tack welded in place during fabrication which also helped to speed the process.

The SET-45 concrete worked well with uniform, predictable results when mixed and placed in small (2-3 sacks at a time) batches. Finishing appeared to be no problem and the heat build-up (approximately 120° - 130° F.) was less than expected.

Paving Dams: The major problem with the paving dams was the highly rutted (1½-inch deep in the tracks) condition of the old surfacing. Extra Work Order No. 1 was used to remedy this problem by overlaying the existing pavement with a 2-inch lift and filling the ruts. It is recommended that future jobs of this type have some provision for correcting this problem.

Irregularities in the clearances between the deck ends and the bulkheads made it necessary to change the size of the expansion joint seal material. Price Agreement No. 2 covers the change of joint seal size, as well as the extra cost of labor and materials required to repair areas of extensive deterioration in concrete on the ends of the old deck.

The material in the paving dams was Lithium Carbonate accelerated, wire reinforced Fondue Cement Concrete. This material seems to be very sensitive to variations of water content, aggregate gradation, and aggregate quality. Field mixing of this material is somewhat touchy and has to be monitored very carefully. The experience with SET-45 Concrete would indicate that it is better suited to field use because of its easy handling, predictable results, assurred strength, and relative insensitivity to minor variations in mixing. Subsequent experience with the accelerated Fondue type of concrete indicates that the mixture specified will attain the required durability for traffic, but not the required 4000 p.s.i. strength.

GENERAL

The project was awarded March 5, 1980, with 120 Calendar Days allotted. The Calendar Day count began March 18, 1980. Field work started May 12, 1980, following acceptance of Railroad Insurance.

As mentioned above, it was found field conditions were considerably different than plans indicated, so a Stop Work Order was issued May [illegible], 1980, to give the State time to decide what direction to go and to allow for refabrication of bar restrainers, and because the Railroads could not supply an inspector to protect their tracks. This order was removed May 19, 1980.

A second Stop Work Order was issued on June 5, 1980, following problems with the above mentioned steel plates. This was to allow the State time to find alternate methods of removing existing beam top concrete and protect traffic until the new beam top concrete could be placed the following shift. It was decided to overlay the work area to eliminate ruts in the travel lanes and give a more uniform surface for the plates to rest upon. The overlay work was performed by Extra Work Order on June 27 and 28, 1980, and the Stop Work Order was lifted as of June [illegible], 1980.

A third Stop Work Order was issued August 1, 1980, to allow time for arrival of a revised size expansion joint seal called for under Price Agreement No. [illegible]. This order was lifted September 8, 1980.

The project was completed as of September 12, 1980, with elapse of [illegible] Calendar Days.

Final estimated cost of the project, including engineering, is $[illegible], or an underrun of 2.1 percent of the original authorization.

Arvey L. Nelson
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: BANFIELD INTERCHANGE - DECK JOINT REPAIR
HIGHWAY: PACIFIC
COUNTY : MULTNOMAH

CONTRACT: 9095
PREFIX : 4[illegible]6-[illegible]
F.A. [illegible]

PROJECT SUMMARY

ITEM	ORIGINAL AMOUNT	[illegible]	/-
CONTRACT BID ITEMS	$ 104,546.00	$ 10[illegible], [illegible]9.00	[illegible].7
EXTRA ANTICIPATED ITEMS	$ 10,300.00	$ [illegible]	[illegible]
CONTINGENCIES	$ 5,168.07	$ [illegible]	[illegible]
ENGINEERING	$ 10,336.14	[illegible]	[illegible]
TOTALS	$ 130,350.21	$ 1[illegible]7,[illegible]	[illegible]

INDIVIDUAL OVERRUNS AND UNDERRUNS

All substantial [illegible] were evaluated and only those [illegible] of sufficient [illegible] affect the total project [illegible]

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	[illegible]
3.	[illegible] SIGNS	Sq. Ft.	230	[illegible]

Extra signs were necessary for the safety of [illegible]

EXTRA ANTICIPATED ITEMS			$ 10,300	$ [illegible]
SFO# 1	[illegible] Protection	L. S.	0	[illegible]
SFO# 2	[illegible] Protection	L. S.	1,[illegible]	[illegible]

Consultation [illegible] railroad [illegible] involved with the construction and the length of [illegible] needed was [illegible] less than anticipated.

CONTINGENCIES			[illegible]	[illegible]
PA#1	[illegible] girder restrainer assemblies	L. S.	[illegible]	[illegible]

This work was necessary to correct the errors [illegible] clearances.

PA#2	[illegible] joint seal and deck repair.	L. S.	$ 2,530.00	$ [illegible]

This work was necessary to correct deficiencies in the [illegible] to correct clearance problems between the ends of the deck [illegible]

STATEMENT OF OVERRUNS AND UNDERRUNS (Cont.)

PROJECT: BANFIELD INTERCHANGE - DECK JOINT REPAIR
HIGHWAY: PACIFIC
COUNTY : MULTNOMAH

CONTRACT: [illegible]
PREFIX #: 625-[illegible]
F. A. # : [illegible]

CONTINGENCIES (Cont.)

ITEM NO.	ITEM	UNIT	ORIGINAL AMOUNT	SEMI-FINAL AMOUNT	[illegible]
EWO #1	Pavement leveling	L. S.	$ 9,771.33	$ 9,771.33	

This work was necessary to correct severe deficiencies in pavement [illegible] rutting at the deck joints.

SFO #3	Credit for excess WD-250 Joint seal	L. S.	$ - 318.[illegible]	$ - [illegible]	

Excess material due to PA #2acquired by State.

ENGINEERING			$ 10,[illegible]6.14	$ [illegible]	[illegible]

The need for only one inspector and the contractor's [illegible] the work allowed this item to underrun.

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VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

April 30, 1980

RAILROAD COMPANIES
FILE No. 914

Mr. R. A. Engelbert
Southern Pacific Transportation
Company
324 Union Station
Portland, OR 97209

Attention: R. L. Johnston

Permit of Entry
Banfield Interchange
Deck Joint Repair
Pacific Highway
Multnomah County
Contract No. 9093
ODOT Agreement No. RR-1014
SPTC File No. 911988/331-1

Dear Dick:

Attached is Southern Pacific's fully-executed copy of a Permit of Entry for the subject project.

Thank you for your help with this matter.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

Attach.

bc: Robert Gormsen - w/original Permit of Entry
E. L. Hardt - w/copy
Arvey Nelson - w/copy

7613

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR ~~7/26/78~~ 1/28/80

~~Aug 31 '78~~ 3-29-79 Bid Letting ______________ All Clear Deadline

SECTION Banfield Interchange Str"E"
Highway Pacific
County Multnomah Region M
Type of Work Deck Repair Funds ~~FAI~~ State
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					
Negative Declaration	☒					
Project Assessment		☒			☒	statewide
Write-off Letter	☒					
PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					
NOISE:						
Noise Study	☒					

7613

I-5
2

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 16, 1979

FILE:

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: STRUCTURE E DECK JOINT REPAIR
Bridge No. 8588 E
Banfield Interchange

TO: JERRY BACKSTRAND
Supervising Structural Design Engineer

I've discussed the proposed details for this joint repair with Clair Kuiper and Arvey Nelson, and do not have anything to add to your plan. It looks very good. The traffic counts show that one lane will handle the traffic between the hours of 9:30 p.m. and 6 a.m. however, the hours noted in your letter, 10 p.m. to 6 a.m. are recommended.

There is no critical need to get this to contract immediately. A March or April letting, with a contract time of about 4 months should be OK.

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1 [illegible] Do
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MC/gw

cc: Arvey Nelson

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BRIDGE SECTION

10/12/79

D.O.C.

No date has set for [illegible]. T.R.S. will require approx. [illegible] for revisions and drafting. [illegible] with [illegible] to [illegible]

[illegible]

NOTED
D. O. Christensen

1-205
37

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. E. L. Hardt
Region 1 Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: September 27, 1979

SUBJECT

Structure E Deck Joint Repair
Br. 8588E-A
Banfield Interchange
Multnomah County

Enclosed are three reduced prints of revised drawing 31944 which shows the proposed details of the joint repair. The details were revised to show the paving dam plates connected to the rebar in the area over the steel cross beam flange.

The proposal is to divert traffic to one lane between the hours of 10 p.m. to 6 a.m. weekdays using traffic cones and directional arrows, remove concrete at joint and place pre-assembled rebar and paving dam plates, cut and grind plates to finish grade, pour set 45 concrete, surface concrete with ACWS, return traffic to existing pattern. The concrete paving dam and steel angle dam can be placed the same night or another night.

Please review this proposal and comment as to the feasibility of accomplishing the work as indicated.

JEB:dh
Enclosures
cc D. O. Christensen

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9093

2.

March 19, 1979

To:

Walt Hart
Bridge Engineer

From:

E. S. Hunter
Asst. State Highway Engineer
Technical Services Branch

Subject:

Joint Repair - Structure E
Banfield Interchange-I-5
Multnomah County
Bridge 8588E

Mr. Coulter has approved a contract utilizing Maintenance funds for repair of the expansion joints at Bents 9, 10, 11, and 12 of Structure E in the Banfield Interchange.

Please look at your workload and advise me of the earliest letting this project could be brought to contract.

ESH:ja

cc R. L. Schroeder
D. H. Moehring
J. H. Versteeg (enc.)
M. W. Stovall

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 14, 1979

FILE:

NOTED
H. S. COULTER

M H Stovall

FROM: M. W. STOVALL
Region Maintenance Engineer

TO: H. S. COULTER
State Highway Engineer

SUBJECT: JOINT REPAIR - STRUCTURE E
Banfield Intchge.- I-5
Multnomah County
Bridge 8588E

NOTED
S. HUNTE

Structure E has badly deteriorated expansion joints at bents 9, 10, 11, and 12.

Two years ago repair plans were made by the Bridge Department with an estimate of $80,000. Since that time every conceivable way has been tried to obtain FHWA participation,to no avail. The problem still remains

Please have a contract let for these repairs using a different type of funding.

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TECHNICAL SERVICES
MAR 16 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MWS/gw
cc: R. L. Schroeder
W. J. Hart
Clair Kuiper

RECEIVED
STATE HWY ENGR
MAR 16 '79
REFER TO Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

do w/Contract
Maint. funds
HSC

Cy Dave Mackey
Ed Hunter
Walt Hart

Form FHWA 121 (Rev. 5-73) 9093

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 17, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon IR-5-6(89)303
Banfield Interchange
Structure "E"
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Department of Transportation

The project data submission (PR-1) submitted with Mr. Swan's October 11, 1978, memorandum has been reviewed.

In our judgment the proposed work is considered to be maintenance and falls short of the category of RRR. This work would be eligible as part of a more comprehensive rehabilitation (RRR) effort on this section.

Authorization to proceed with P.E. is being withheld accordingly.

G. K. Hossner
for G. L. Green

Cy to Hunter
Hart
Hardt

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCF ☐ [✓ FAC ☐]
NOV 20 1978

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FOR

Info	Inves	R/D	D.R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: July 7, 1978

In reply refer to: HFO.8-OR/710.11

SUBJECT: Project Data
Structure "E" Banfield Interchange
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

[illegible] Gen. Files 7-12-78 jo

Project data submitted by Mr. Swan's letter of June 23 with a request for PE authorization is being returned without action.

The work as shown would appear to be that of maintenance or possibly 3R.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

NOTED
E. S. HUNTER

Attachment

cc:
D. E. Swan, Proj Mgt

Cc Kent

RECEIVED
TECHNICAL SERVICES
JUL 11 '78
REFER TO

FOR

Info	Inves.	R/D	D/R	Sign	Act	File

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	6-23-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	21 I-5, Banfield Interchange (Portland) 65	ADT	54,900	(66) N/A (70)	(71) 98 (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	28 P.E., Br. Expansion Joint Repair 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 I- 23	7 5-6

CARD						
4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Multnomah				
	NAME OF URBAN AREA: Portland 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-5	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Structure "E" Banfield Interchange"	0.0	5,000	4,610	390	
5					ROW							
5					CONST (CODE) X931 Safety			0.0	80,000	73,770	6,230	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.0	85,000	78,380	6,620	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item N
Projec

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

FORM PR-1
(REV. 4-61)

6-23-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPR CODE	ITEM NO.
I-5, Banfield Interchange (Portland)		54,900	N/A	98	10	Oregon	41	042	80321

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I Projects Only POST MI. DESIG.
on Joint Repair								I-	5-6	(89)	303

Interstate

Portland

COUNTY NAME Multnomah CODE 051

ROUTE NO. I

FEDERAL-AID I-5

STATE 1

U.S.

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Structure "E" Banfield Interchange"	0.0	5,000	4,610	390		
OW								
ONST ODE) 931 afety			0.0	80,000	73,770	6,230		
CL		PROJECT TOTALS	0.0	85,000	78,380	6,620		

ROVAL DATES

REMARKS

Additional Data: Item No. I-237
Project No. I-5-6(32)303

- OVER -

USCOMM-DC

Structure "E" Banfield Interchange
Project No. I-5-6(89)303

Project Data: The proposed work is as follows:
1) Preliminary engineering all phases.
2) Repair existing expansion joints at bents 9, 10, 11, & 12 on structure #8588E to correct design deficiency which work consists of the removal of delaminated concrete and loose armored corners over the cross beams, install plate girder restrainers, replace concrete and seals.

System Action, Airports, Railroads, Water Developments, Historical and ecreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 3.
2) We contend that it is in the public interest to proceed with this project although it is not included in the CRAG Tip FY78 Annual element. This is based on the fact that the project falls in the category of safety and will not result in an alteration of land use or traffic flow patterns that would require a change in planning completed or underway by the MPO.

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

6-23-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 I-5, Banfield Interchange (Portland) 65	ADT	PRESENT 54,900	FUTURE (66) N/A (70)	YEAR (71) 98 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 P.E., Br. Expansion Joint Repair 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV ACCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23 NUMBER 7 5-6

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I · FEDERAL-AID I-5 (32) · STATE 1 (37) · U.S.

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5												
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.0	5,000	4,610	390	
5					ROW		"Structure "E" Banfield Interchange"					
5					CONST (CODE) X931 Safety			0.0	80,000	73,770	6,230	

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.0	85,000	78,380	6,620	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item
Proje

Structure "E" Banfield Interchange
Project No. I-5-6(89)303

Project Data: The proposed work is as follows:
1) Preliminary engineering all phases.
2) Repair existing expansion joints at bents 9, 10, 11, & 12 on structure #8588E to correct design deficiency which work consists of the removal of delaminated concrete and loose armored corners over the cross beams, install plate girder restrainers, replace concrete and seals.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of paragraph 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings -- None required under Oregon Action Plan.
b) Location/Design -- Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 3.
2) We contend that it is in the public interest to proceed with this project although it is not included in the CRAG Tip FY78 Annual element. This is based on the fact that the project falls in the category of safety and will not result in an alteration of land use or traffic flow patterns that would require a change in planning completed or underway by the MPO.

7043

GENERAL FILES

DATE: May 16, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Finance Approval, Interstate 5
Banfield Interchange Deck Repair

On the Consent Calendar for the May 30 meeting will be a request for approval of an Interstate project. This project was not included in the Six-Year Program.

The original design of Structure "F" on I-5 in the Banfield Interchange area has caused problems to develop in the concrete deck members. Localized portions of the deck over the bents need to be replaced to correct the deck deterioration and to improve safety. The estimated cost is [illegible]5,000 with Federal participation of $[illegible],300 and State matching funds of $[illegible],700.

This project has been investigated and is eligible for funding under the Federal Aid Interstate Program. I recommend your approval of the project.

bc: C. W. Head
H. S. Coulter
F. S. Hunter
F. E. Terpin
W. J. Hart
R. M. Rothman
George Bell

R. A. Burco
L. W. Rulien (for Six-Yr. Program)
D. R. Moehring
J. H. Versteeg
V. E. Skoog
E. L. Hardt

RH:cw srb

REGON STATE HIGHWAY DIVISIC
PROJECT REQUEST

Date: 4/14/78

A. IDENTIFICATION:

Proposed Section: Structure "E" — Region 1
Highway: Interstate 5 — St. Hwy. No. 99 M.P. 301.5 to M.P. 301.9 Length: 0.4
County(s): Multnomah — (Attach Sketch Map)
Recommended Construction Date: July 1978 — Proposed 6 YP FY 79
Method of Doing Work: Contract XXX St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Federal Aid Interstate

FAI ☒ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	4	PCC	10		1		72,900	"D"	N/A	
Proposed Facility:	4	PCC	10		1					

D. DEFINE THE PROBLEM:

Original design deffficient, concrete deck members forming expansion joints are placed in compression by temperature change causing delamination of concrete and loosening of armored corners.

E. PROPOSED SOLUTION:

Remove and replace delaminated concrete and loose armored corners over cross beams at bents 9,10,11, and 12. Replacement as per drawing #31944 for Structure "E", Banfield Interchange.

F. REASON FOR REQUEST AT THIS TIME:

Inherent safety problem caused by failure.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	0.00
Structures	80,000
Other (Define)	
Preliminary Engineering (By Whom) ODOT Structures Section	5,000
TOTAL	$ 85,000.00

H. REQUESTED BY ____ Region Engineer or Section Head

Approval/Disapproval ____ State Highway Engineer 5/12/78 Date — [illegible]

Approval/Disapproval ____ Asst. [illegible] Date

Oregon Transportation Commission

Approval Date May 30, 1978

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

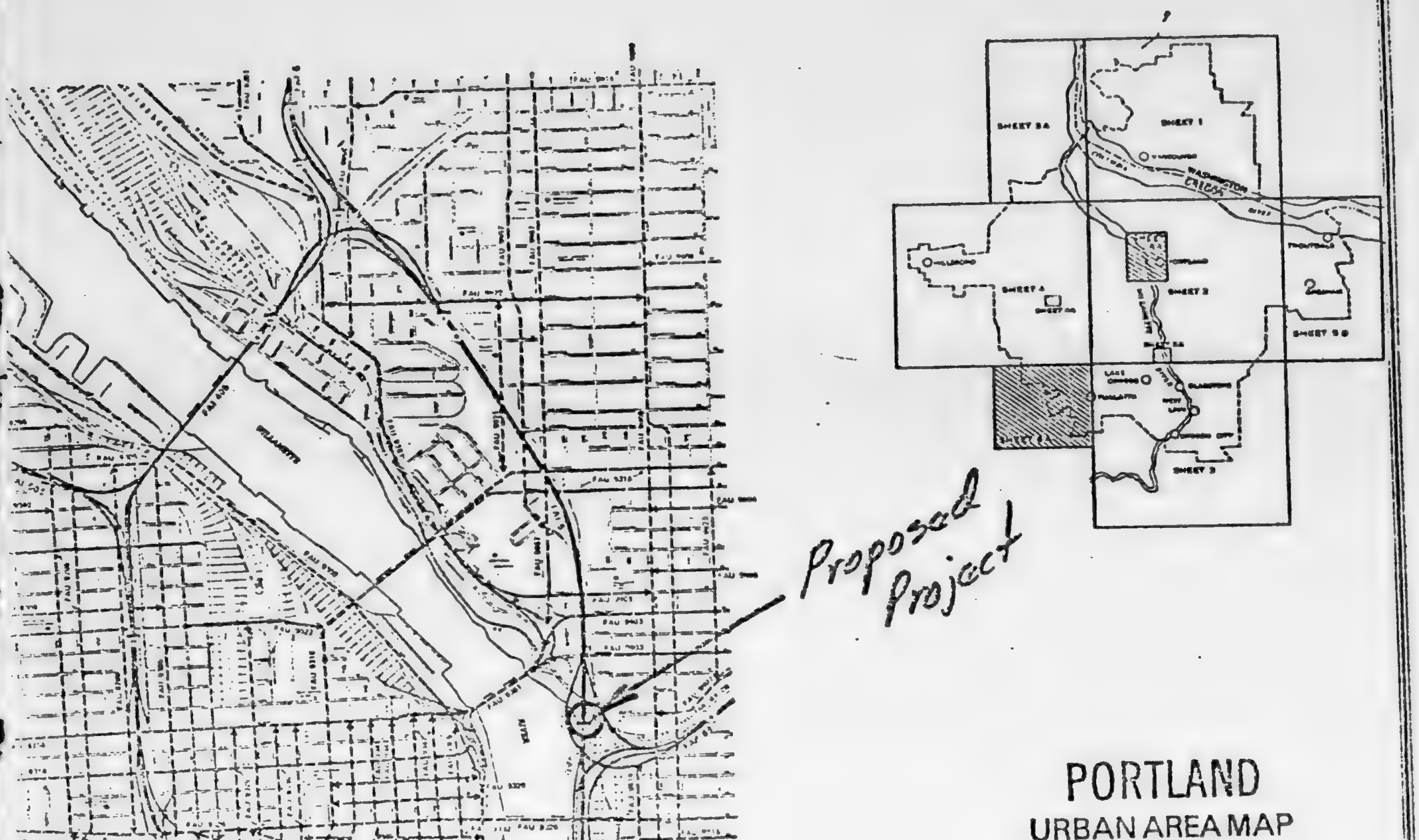
E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS:

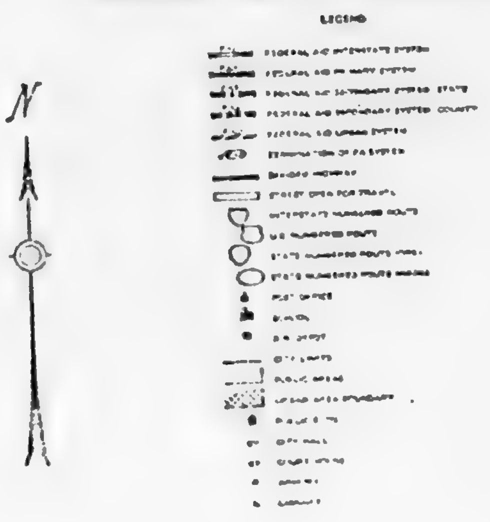

WILLAMETTE
RIVER
SHEET 1
SHEET 2A
SHEET 2
SHEET 3
SHEET 4
SHEET 5B
VANCOUVER
WASHINGTON
OREGON
PORTLAND
HILLSBORO
LAKE OSWEGO
Proposed Project

PORTLAND

URBAN AREA MAP

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LEGEND



JULY 1976

9043

STATE OF OREGON

INTEROFFICE MEMO

TO: D.H. Moehring
Project Development & Management

Attn: D.E. Swan

DATE: May 2, 1978

FROM: Robert N. Bothman
Metropolitan Administrator

Robert N Bothman

SUBJECT: Project Requests
2nd St. O'xing, Hood River (I-80N)
Structure "E", Portland (I-5)
T-V Highway - Beaverton-Hillsdale Ramps

Attached are three of the new project request forms and maps for the subject projects.

Two of the projects are on the interstate system and would use interstate funds. I did not think it necessary to identify projects to postpone or cancel to obtain the funds for these.

The third project - T-V Highway - Beaverton-Hillsdale Ramps, would be financed with FAP funds. I have recommended two projects that should be dropped from the Six Year Program that would cover most of the requested project's cost.

Please forward these requests through the appropriate channels so they may be added to the Six Year Program.

js

cc: F.B. Klaboe
H.S. Coulter
E.S. Hunter
E.L. Hardt

RECEIVED
[illegible]
MAY 0- '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9013

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

Date: 4/14/78

A. IDENTIFICATION:

Proposed Section: Structure "E" Region 1

Highway: Interstate 5 St. Hwy. No. 99 M.P. 301.5 to M.P. 301.9 Length: 0.4

County(s): Multnomah (Attach Sketch Map)

Recommended Construction Date: July 1978 Proposed 6 YP FY 79

Method of Doing Work: Contract XXX St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: Federal Aid Interstate

FAI ☒ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐

C. ROADWAY & TRAFFIC

	No. Lanes	Width Pvmt.	Width Shldrs.	Width Walks	Structures No.	Structures Tot. Lng.	Extg. Traffic (Year) ADT	Extg. Traffic Service Level	Proj. Traffic (Year) ADT	Proj. Traffic Service Level
Existing Facility:	4	PCC	10		1		72,900	"D"	N/A	
Proposed Facility:	4	PCC	10		1					

D. DEFINE THE PROBLEM: Original design deffficient, concrete deck members forming expansion joints are placed in compression by temperature change causing delamination of concrete and loosening of armored corners.

E. PROPOSED SOLUTION: Remove and replace delaminated concrete and loose armored corners over cross beams at bents 9,10,11, ang 12. Replacement as per drawing #31944 for Structure "E", Banfield Interchange.

F. REASON FOR REQUEST AT THIS TIME: Inherent safety problem caused by failure.

G. COST ESTIMATE

Roadway Work	$
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	0.00
Structures	80,000
Other (Define) ____	
Preliminary Engineering (By Whom) ODOT Structures Section	5,000
TOTAL	$ 85,000.00

H. REQUESTED BY ____
Region Engineer or Section Head

Approval/Disapproval ____ 4/17/78
State Highway Engineer Date

Approval/Disapproval ____
Asst. ____ Date

Oregon Transportation Commission

Approval Date ____

Remarks - Action Taken

5-15-78
orig. to
FBK

9093

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 2, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

TO: D. H. Moehring
Program Management Engineer

SUBJECT: Statewide Assessment
Structure "E" Banfield Interchange
I-5, Pacific Highway (MP 301.70)
Multnomah County

The purpose of this project is to replace badly deteriorated expansion joints at bents 9, 10, 11, and 12 of structure "E."

This project has been assessed for its potential impact on the quality of the human environment. No right-of-way will be required, and no foreseeable alterations adversely affecting the environment are expected to occur. It is recommended that this project be considered a Non-Major Action and be included under the Statewide Safety Assessment.

NOTED
E. S. HUNTER

GAP:ss

cc: E. S. Hunter ✓
R. N. Bothman
Jef Kaiser
Don Trout

RECEIVED
TECHNICAL SERVICES
JAN 6 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	Info

9073

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 22, 1977

FILE:

[illegible]

FROM: EDWARD L. HARDT
Regional Engineer

TO: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: REPAIR CONTRACT STRUCTURE "E"
BANFIELD INTERCHANGE

NOTED
H. S. COULTER

Attached is a Federal Aid Project Request and a Project Assessment for joint repairs for Structure "E" in the Banfield Interchange on I-5. The cost is estimated at $85,000. The four expansion joints in question are badly deteriorated and are causing a traffic problem, as well as a maintenance problem. Repairs have been designed by the structural section in Salem and a copy of their design is attached to the project request. To illustrate the severity of the problem, one of the armored corners in one of the joints broke loose on a Friday afternoon several weeks ago and traffic on I-5 at that time had to be stopped while the metal was removed in order to remove the potential for a serious traffic accident.

This data is sent to you with a request to initiate a contract of some kind for repairs.

ELH/cr
Attachments
cc H. S. Coulter
R. L. Schroeder
Maury Payne

RECEIVED
STATE HWY ENGR
AUG 23 '77
REFER TO
FOR

Info	Inves	R-D	D-R	Sign	Act	File

9093

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 29, 1977

FILE:

FROM: Walter J. Hart
Structural Engineer

TO: Mr. Ed Hardt
Regional Engineer

SUBJECT:
Structure "E" Deck Repairs
Banfield Interchange I-5
Multnomah County
Bridge 8588E

Enclosed are reduced prints of Drawings 31944 and 32866 which are the details for repair of deck concrete and joints at Bents 9, 10, 11, and 12 of the "E" Structure. These are preliminary plans for your review and comment. A determination of the type of funding is needed.

It is proposed to keep the structure open full width during daytime traffic and reducing traffic to a minimum of one 16-foot lane each way between the hours of 10:00 PM and 6:00 AM. A bridging plate is shown to cover the work area during none-working hours. Estimated costs for the work including traffic control and engineering and contingencies is $80,000.

JEB:smd

Enclosure

cc E. S. Hunter
Bob Schroeder
Dave Moehring

RECEIVED
STATE HWY ENGR
AUG 3 '77
REFER TO

9093

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. ....

Project Name Structure "E" Overlay Date August 15, 1974, 19......

Highway Pacific 1 (I-5) Contract No. .... F. A. Project No. ....

County Multnomah Prefix 626-1112 Account No. 252-01

Description of Work To Be Done: Approximately 1550 tons of "E" mix AC to be placed by electronic machine paving methods in accordance with the best quality standards of the paving industry. This work to be accomplished between the hours of 10 P.M. and 6 A.M. Flagging and traffic control for this project is to be furnished by State Forces.

Oral approval given Region 1 by Mr. Klaboe.

Location by Station Numbers: Between Engineer stations 404+05 and 373+88

Estimate of Quantities and Costs:

1550 tons of "E" mix	$ 31,000.00
Flagging and traffic control	5,000.00
Asphaltic concrete dam compound	5,100.00
Installation of dams by state bridge crews	10,000.00
TOTAL	51,100.00

Explanation: Needed to cover up exposed re-bar on this structure to prevent further surface deterioration.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 51,100.00

Present estimate of project cost, including

$.................. for work under this order $..........

Expected under-run / over-run (amount) . . . . . . $..........

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Donald E Wockenbauth
Resident Engineer

Approval Recommended: ......
Construction Engineer or Bridge Engineer

Approval Recommended: M. H. Sewall
Division Engineer

Approved: H S Coulter
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer or ~~Office Engineer~~.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

9073

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 17, 1974

TO E. L. Hardt
Regional Engineer

Scott

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Structure E, Banfield Interchange
East Bank Freeway Section, I-5
Bridge 8588E

As discussed, please proceed with the repair of Structure E on I-5 at the Banfield Interchange in line with most of the recommendations in Walt Hart's letter of May 7.

The following is a summary of the various work items:

1. Clean exposed steel and coat with epoxy. Do with State forces.
2. Membrane waterproofing. Omit.
3. Repair deck joints. Do with State forces.
4. Place minimum Class E AC overlay. Place by contractor under negotiated agreement similar to our machine patching we have done some years. The traffic control and special treatment at the bridge joints could probably most easily be done with State forces.

Please submit the necessary paper work to get the repairs completed. You may want to discuss with the Bridge people and with Gib Anderson.

HSC:ia

cc E. S. Hunter
D. H. Moehring
Gordon Beecroft
Walt Hart

9093

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 7, 1974

FILE:

FROM: Walter J. Hart
Bridge Engineer

Walter J. Hart

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT:
Structure E, Banfield Interchange
East Bank Freeway Section, I-5
Bridge 8588E

On Wednesday, May 1, a field inspection of the main line I-5 crossing at the Banfield Interchange was made. This is the structure which has been experiencing problems with deck reinforcing steel exposure. Structurally the deck appears to be sound. I believe the problem can be cured with epoxy patching over the steel and the placing of an AC wearing surface.

The existing deck steel appears to have been placed higher than plan. This, coupled with a loss of deck surface of a quarter inch plus in the wheel tracks, has left some of the reinforcing steel showing. Those areas where the steel is exposed should be heavily sand-blasted and the reinforcing steel covered with a half inch of epoxy. A membrane waterproofing should be placed to protect the deck against any future possible use of salts. An inch and a half Class E AC mix is recommended as a wearing surface. The majority of wear on the deck is occurring in the northbound lanes. This probably is the result of the tracking force of vehicles climbing the grade.

In addition to the problem with exposed reinforcing steel, there is a problem with spalling at a number of the expansion joints on the structure. Patches have been placed at a number of these locations but are of questionable workmanship. Generally these existing patches should be broken out and redone. Special treatment will be required at each of the joints to accommodate the projected AC wearing surface.

This work can be done during low traffic volume hours or on weekends. It can be done either by state forces or under a contract. I am available any time you are free to discuss the future direction we should take on this matter. If at all possible, this work should be done during the forthcoming construction season.

WJH:dh

cc H. S. Coulter
Gordon Beecroft
E. L. Hardt

Scott
I suggest we
proceed on that basis.
Will work up contract
if feel its more
appropriate
than state forces.
Ed H.

Maybe we should
discuss more.

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 23, 1974

FILE:

NOTED
H. S. COULTER

FROM: Gordon Beecroft
Research Engineer

TO: Walt Hart
Bridge Engineer

SUBJECT: "E" Structure Overlay
I-5 at I-80N Interchange
Bridge No. 8588E

In a letter dated September 18, 1973, you asked for my recommendation for an overlay treatment for the "E" structure on I-5 at the Banfield interchange.

After many discussions involving you and your staff, FHWA personnel, Materials Section personnel and industry representatives plus the review of reports and some letters of inquiry, I have become persuaded the Dow Pavement System of latex modified cement concrete is attractive for this application.

As you know, a considerable amount of reinforcing steel is exposed on the surface and the position of other bars shows as a stain on the surface. For the condition of the deck, I am convinced an asphalt concrete wearing course would be more of a cosmetic treatment than a lasting repair. We do not have any measured deflections on the deck, but from its condition it appears a stiffening overlay would be a big advantage.

We considered a high-alumina cement overlay, but rejected it for lack of confidence in being able to place the material satisfactorily. I would like to use the material on a small structure when the opportunity exists.

Polymer concrete was not considered. It has not been developed to the point of field placement although we hope to apply an overlay on a small structure this year.

The Iowa system of using a very low slump concrete is attractive and would provide a potential alternative to the Dow system. It requires a special placing machine and procedural techniques which we have not yet fully investigated.

Finally, a conventional concrete overlay is a possibility, but is less attractive because of a longer cure time. It does remain a feasible alternative, however, in that once the detour signing is in place, it may not be unreasonable to continue the rerouting the extra time needed for cure (probably four extra days in each direction).

In response to my inquiry, the Traffic Section has developed a detour plan for routing traffic during construction, a copy of which is attached. Major I-5 movements would be routed over the Stadium Freeway and local east side movements over Grand, Union, and Interstate Avenues. The report points out an advantage to having Harbor Drive and the Steel Bridge available to relieve the pressure, but

Cy Kearsey
Bokman
Ed Hardt

Sounds reasonable

APR 2 . 1974

as presently scheduled, Harbor Drive will be closed too early. Their estimate of closure times for different alternatives is not precise since the time for scarifying and preparation is only a guess. If hand work is not needed to remove unsound concrete the time might be shortened some or it could be extended by circumstances of weather or construction difficulties.

Using an estimate of seven days cure time for a concrete overlay and the required three days for the Dow system, the extra user costs from delay would be $23,600 in each direction. Compared to the signing and construction costs, this is probably not a real significant item, but still one to be considered.

Tests on cores removed from the existing deck show the chloride ion content is very low, sometimes not even detectable, so repair of the deck is feasible and desirable. The Dow system frequently recommends only a one-inch overlay. I would feel better about having a 1.5 inch cover if the dead load can be tolerated. If studded tires are prohibited, the one-inch overlay would be satisfactory, but we will not know what action might be taken for their control. If portland cement concrete is used, at least 1.5 inches should be placed, again assuming the dead load can be tolerated.

The investigation of overlay materials included several letters of inquiry to other states that have used the Dow system. Letters went to Virginia, Kentucky, Indiana, and Massachusetts. I did not receive a response from Massachusetts, but the others indicate they are generally pleased with the performance. Each letter contains some caution in the endorsements, but they indicate the system is being applied to additional bridges so they must be satisfied. Copies of the letters are attached.

As you are aware, the Dow system is placed by Dow personnel or by a licensee. It is not available except through the Dow Chemical Company. I understand there are now 22 mixing machines in the U.S. Scheduling would be somewhat dependent on other jobs in the West.

If there are aspects of the project not covered here that we can help with, let us know.

Attachments
GB:lj
cc: R. L. Schroeder
Ed Hunter
H. S. Coulter

9093

Salem, Oregon
April 23, 1974

Gordon Beecroft
Research Engineer

Walt Hart
Bridge Engineer

"E" Structure Overlay
I-5 at I-80N Interchange
Bridge No. 8588E

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Attachments
GB:lj
cc: R. L. Schroeder
Ed Hunter
H. S. Coulter

RECEIVED
APR 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
April, 1974

Hwy. 1-M.P. 301.48 - M.P. 301.91
I-5, Portland

It has become apparent that a bridge deck on Highway 1 in Portland is in serious need of reconstruction. Several alternatives have been considered involving different methods and traffic control. The apparent best choice involves closing of both structures while a modified concrete (Dow system) deck is poured and cured.

The necessary traffic diversion is possible but not without extensive effort. Most of the traffic can be directed onto the Stadium Freeway. The remainder of the traffic would be diverted to other facilities.

Several possible alternates were considered utilizing different materials and traffic patterns.

1. A construction detour on a temporary structure appears unpractical due to limited space. It would require the displacement of railroad facilities and would have to be constructed between existing structures.

2. An asphaltic concrete overlay has been suggested and has some merits. The overlay could be accomplished with a minimum of traffic disruption during night periods. The freeway would have full capacity capabilities during the day. The asphaltic concrete would provide no structural benefit and would increase the dead load of the structure. This would require additional supports under the structure. For this reason, an asphaltic concrete overlay is not recommended.

The following four proposals involve either a Dow system or regular Portland Cement Concrete material bonded to the concrete deck.

3. Each of the four lanes could be closed individually for cleaning and repairing. This four-phased program would require 42 days for the Dow System and 84 days for Portland Cement Concrete. The remaining through lane can be expected to only handle 900 vehicles per hour. This is far short of the 4,200 expected vehicles during the peak hour. Under this proposal, additional alternate routes would be required and signing would be difficult. Long delays and queues can be expected during peak hours probably affecting other facilities. Additional concern is expressed for bonding of the new concrete with the old, especially with the Dow System, with vibration of traffic on the structure. Having only one lane of each structure to work would hamper construction and movement of materials. Due to the possibility of congestion and damage by traffic this proposal is not recommended.

RECEIVED
APR 8 1974
RESEARCH SECTION

NOTED
GORDON W. BEECROFT

4. One entire structure could be closed for cleaning and resurfacing. This would allow for a complete job including curing before reopening and starting on the second structure. The estimated time required for the entire job is four weeks using the Dow System and six weeks for Portland Cement Concrete. This would allow good access to the construction area and adequate room for operations. It also solves most of the vibration problem. Some vibration could be expected to be transmitted between structures. This method of construction is acceptable and workable.

5. The recommended method of staged construction is a variation of proposal four. This would close one structure entirely for surface preparation. At this point the second structure would also be closed. This would allow continuous operation of crews for cleaning and paving. Using the Dow System the entire operation would require three weeks or four weeks for conventional Portland Cement Concrete. Although the detour of traffic will require much effort, it should be workable especially since it will be implemented in two stages. This method is recommended since it provides the best construction conditions and the fastest completion time.

6. The proposal to close all lanes at once has no benefits over the recommended method since equipment availability will determine construction time. It would also require all detours to be set up at once and maintained for the full period. Due to the longer time for detouring, this method is not recommended.

DETOURS

Generally, the major thru traffic will be routed over I-405 around the construction area. Local traffic would use I-405 as much as possible plus ORE99E and also Harbor Drive if available. The use of Harbor Drive is quite time dependent as it is scheduled to close this spring. It is possible however, that some arrangement can be made. The attached maps show three stages of detours. The first stage would be in effect for seven days. The second stage, where both directions are closed, would last seven days approximately. The final stage would last seven days.

Northbound

The peak hour flow through the construction area is 4,200 vehicles per hour occurring between 4:00 and 5:00 p.m. The I-405 facility has an off peak flow northbound during this time. The restricted section will probably occur between Salmon Street and Broadway where presently 2,000 vehicles pass between 4:00 and 5:00 p.m. It is estimated that as a detour 3,000 additional vehicles can use this route between 4:00 and 5:00 p.m. Harbor Drive, if available, can be used for some traffic. The limit is the Steel Bridge where only 400 additional vehicles can pass from 4:00 to 5:00 p.m. It is estimated that 200 vehicles originating in the downtown area will enter I-405 at Glisan Street. The remaining 600 vehicles per peak hour are assumed to be distributed over the remaining bridges and routed either on Grand-Union or Interstate. This will add approximately 100 vehicles per hour per lane to these streets during the peak hour. Although this will reduce the level of service, it should operate satisfactorily for several weeks.

Southbound

The southbound peak hour flow occurring in the morning is somewhat smaller than the northbound peak. An estimated 3,900 vehicles will be diverted during the highest morning peak. It is assumed that 2,900 vehicles per peak hour can be routed over the Fremont Bridge. If Harbor Drive is available 400 vehicles per peak hour can use that facility. This will be limited by the Steel Bridge and its approaches. The remaining 600 vehicles during the morning peak hour are assigned to the existing arterial street network at a rate of 100 vehicles per lane per hour. This will reduce the level of service but the system should operate at level of Service E or better.

The detours will work because the Stadium Freeway peak flows are generally the reverse of those on I-5. The entire system will be operating at or near capacity. It will take a day or two for local traffic to adjust to the new routing. After that the detours should be satisfactory for a couple of weeks if work is accomplished prior to the summer peak. Assuming normal growth in traffic by 1975, traffic demand would probably exceed the alternate capacity. Likewise, if Harbor Drive can be utilized even as a two-lane facility, it will appreciably increase the through capacity. Field counts will be taken to verify the traffic flows and assure that the plan will work.

In conjunction with the Division Economists, the user costs for delays were computed using $0.12 per mile vehicle costs and $3.25 per hour operator costs.

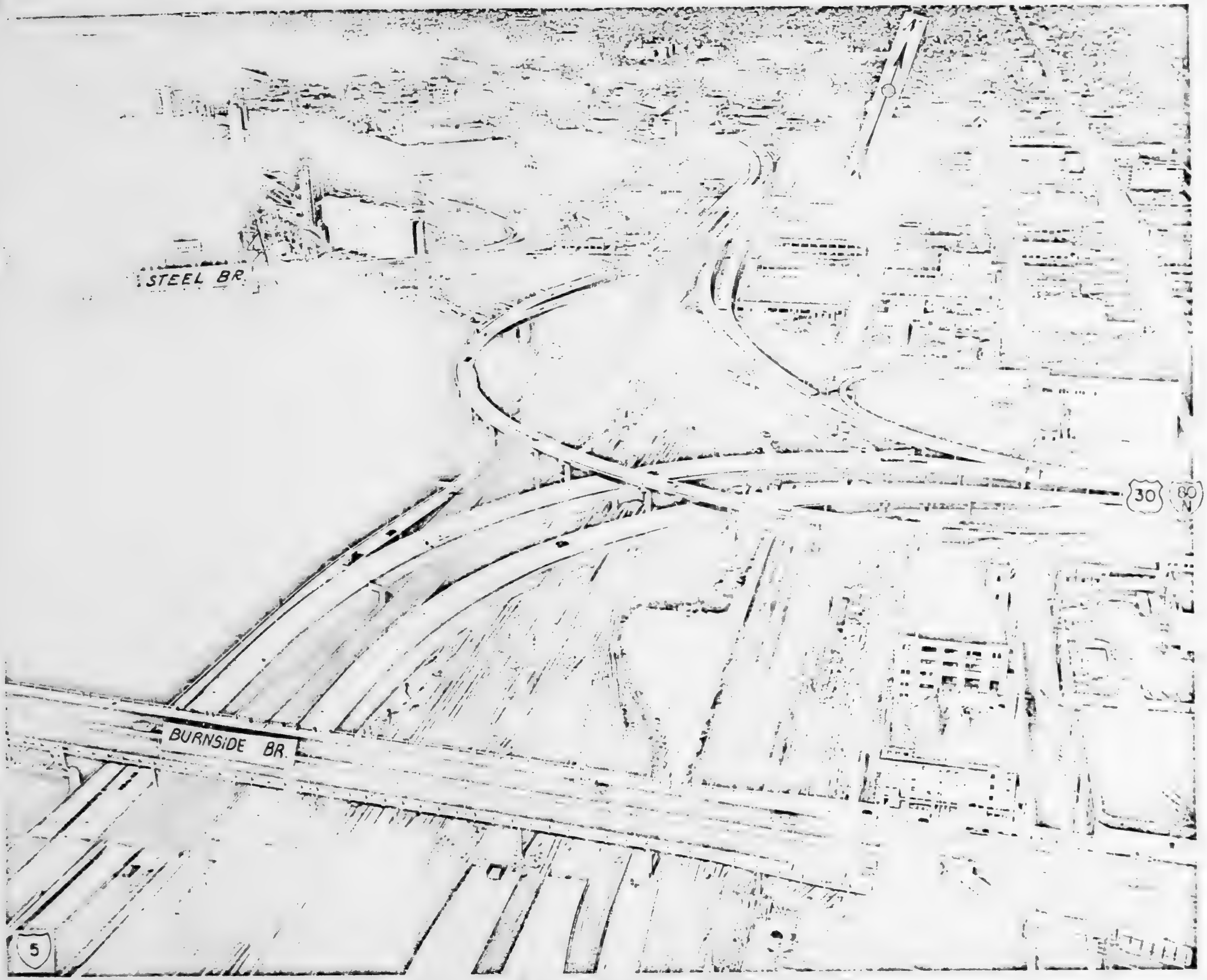
Delay cost is estimated $5,900 per weekday for each direction.

If the recommended schedule of closing one structure, preparing and paving, then closing the other structure while finishing the first is used, the estimated user cost is $160,000 for the Dow System and $245,000 for Portland Cement Concrete.

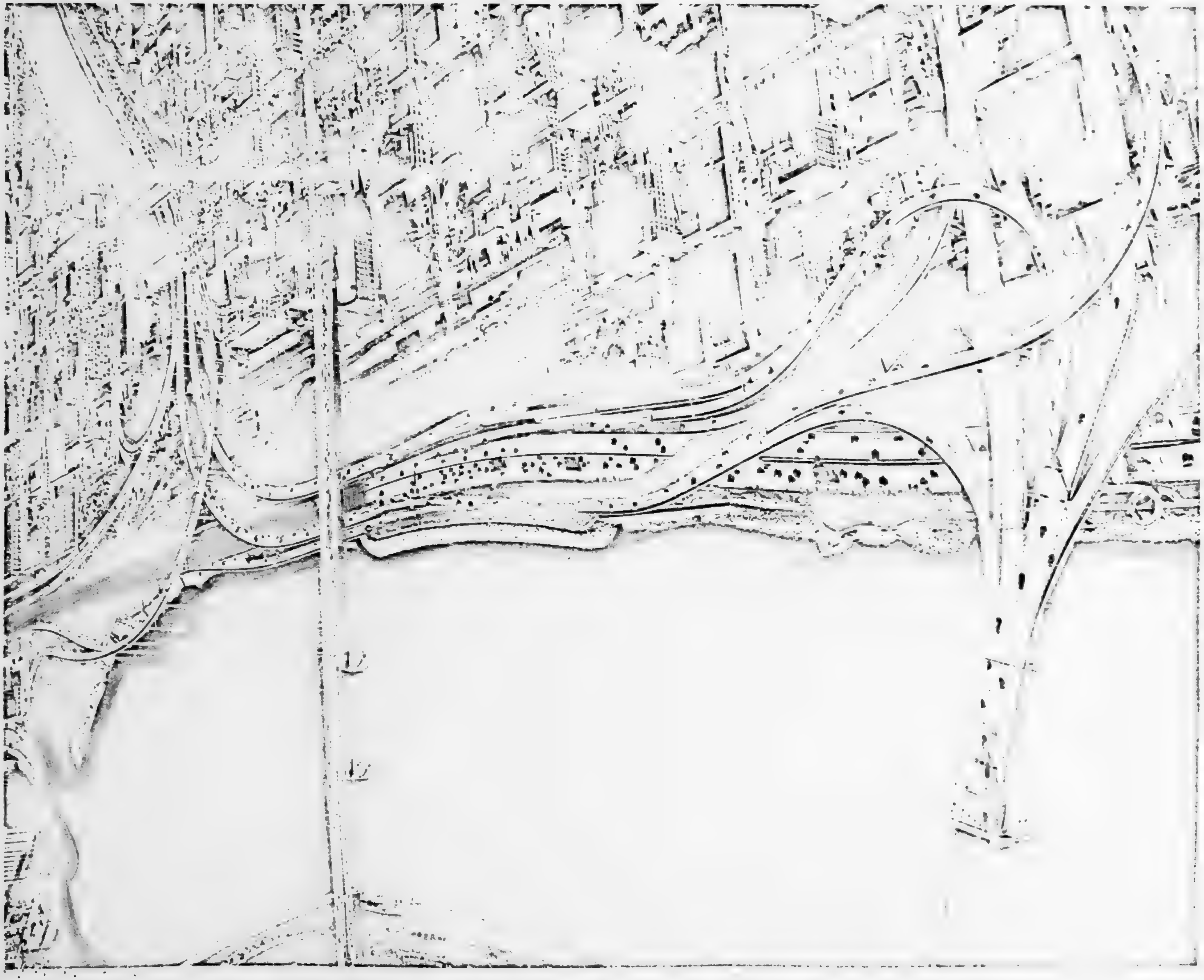
If northbound lanes are completed prior to working with the southbound lanes, the estimated user cost is $160,000 for the Dow System and $245,000 for Portland Cement Concrete.

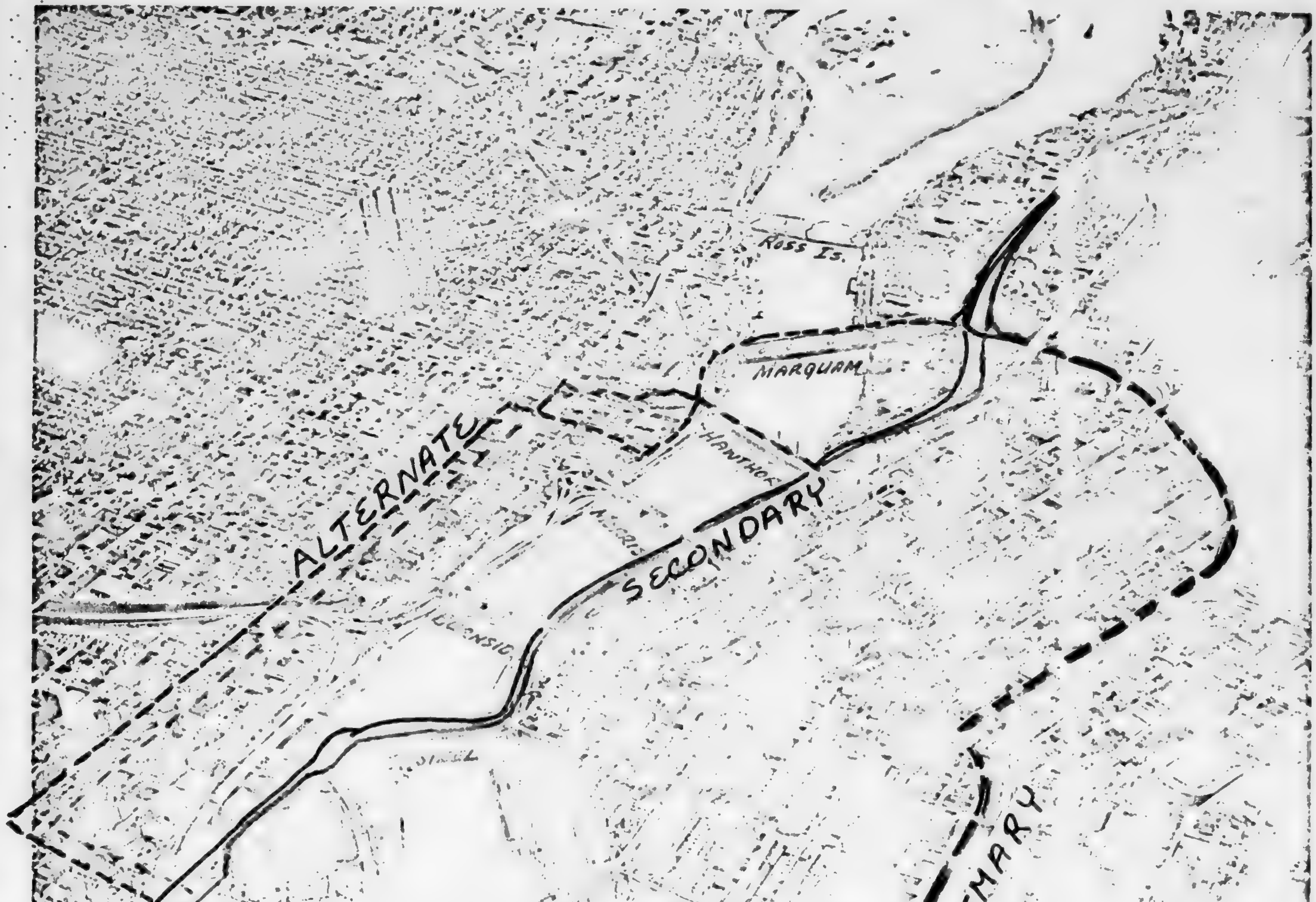
If single lane repair is done the estimated user cost will be $320,000 for the Dow System and $490,000 for Portland Cement Concrete.

If asphaltic concrete overlay is done, it is assumed it will be done at night with no major delays or inconvenience to users.


STEEL BR.
BURNSIDE BR.
5
30
80 N

224-28 3/2/65 BANFIELD INTERCHANGE

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HAWTHOR
SECONDARY
PRIMARY
405
505
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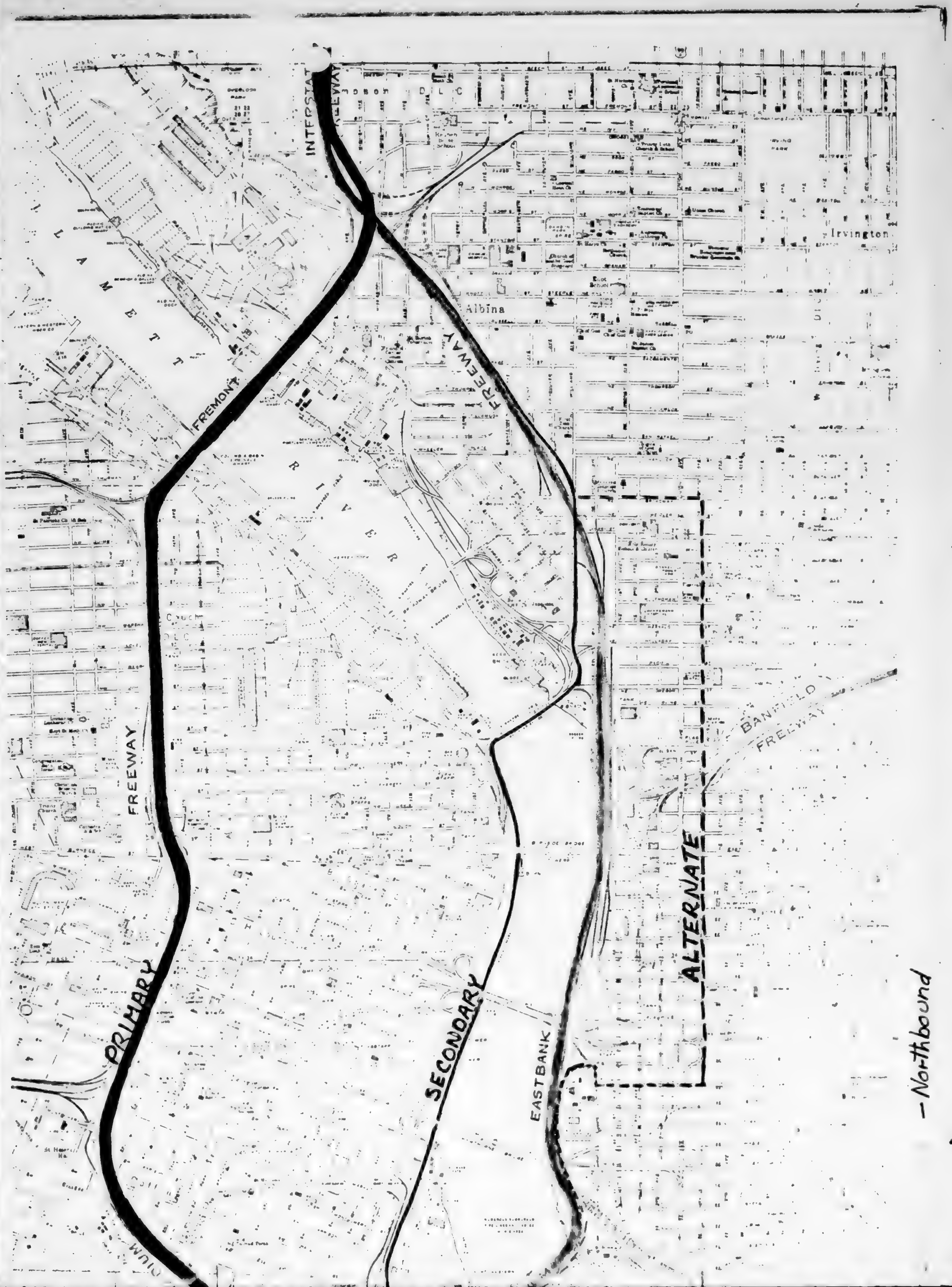
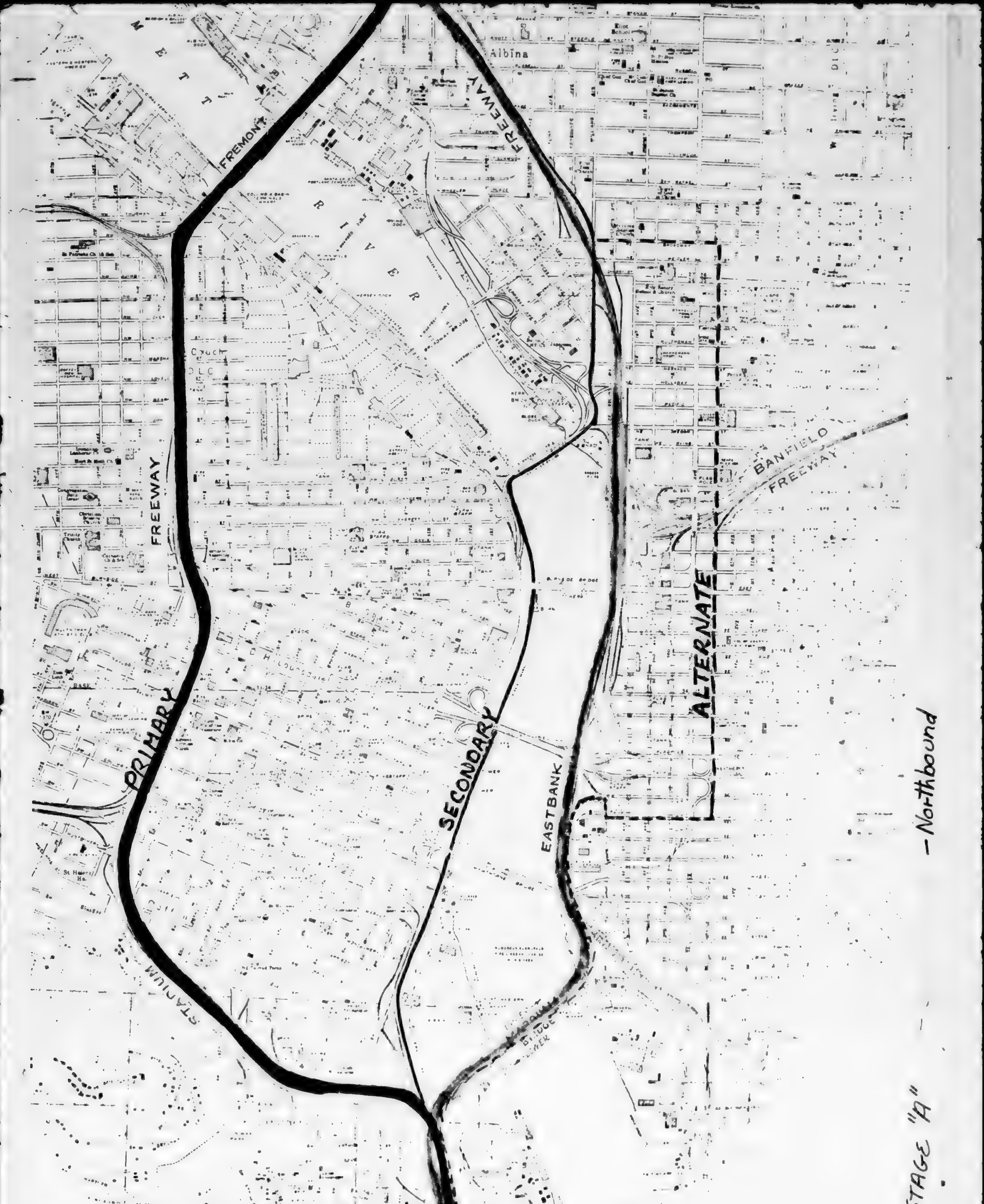

INTERSTATE FREEWAY
Albina
Irvington
WILLAMETTE RIVER
FREMONT
FREEWAY
FREEWAY
Couch D.L.C.
BANFIELD FREEWAY
ALTERNATE
PRIMARY
SECONDARY
EASTBANK

—Northbound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Albina
RIVER
Couch
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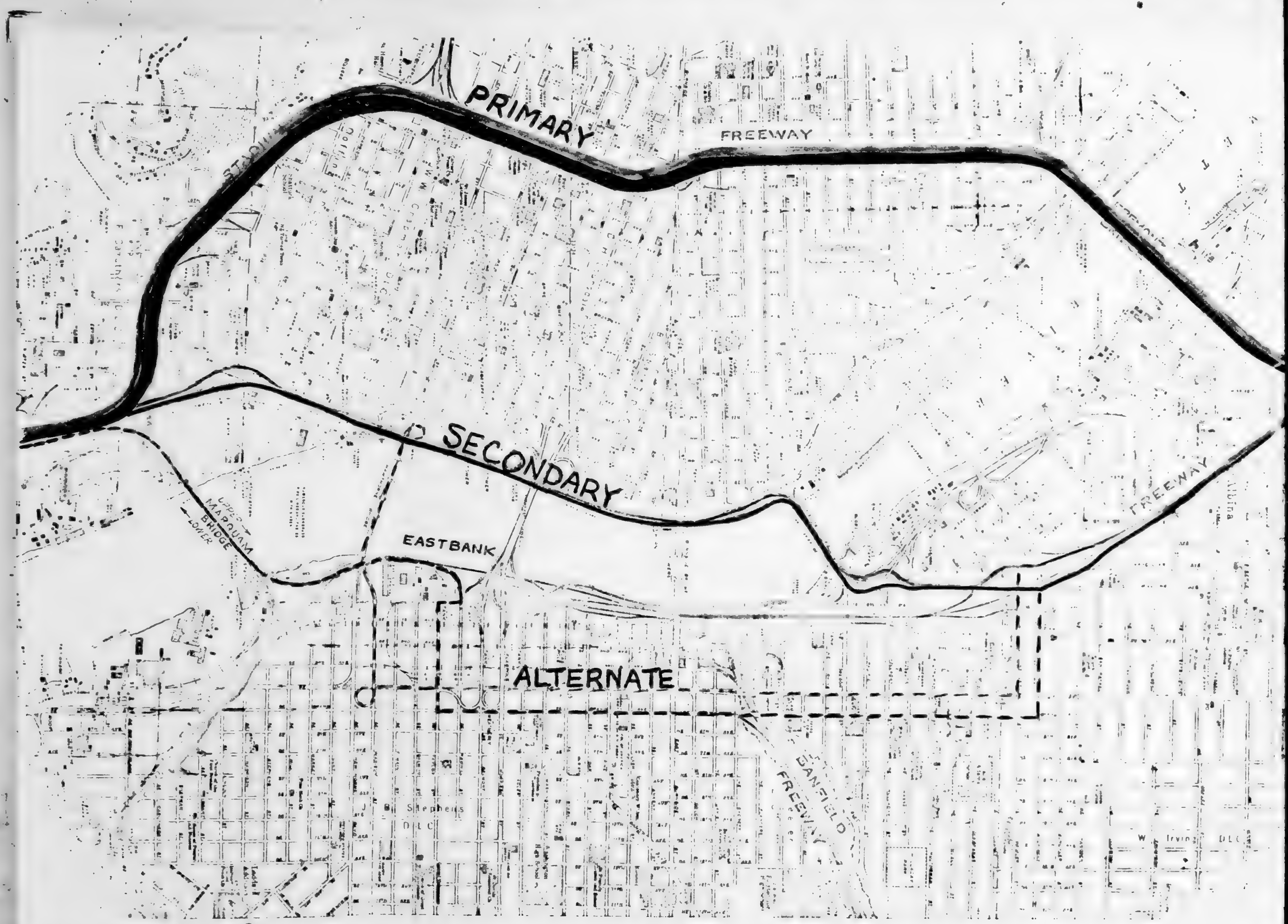
EASTBANK
ALTERNATE
BANFIELD
FREEWAY
STADIUM
BRIDGE

STAGE "A"

-Northbound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SECONDARY
UPPER
MARQUAM
BRIDGE
LOWER
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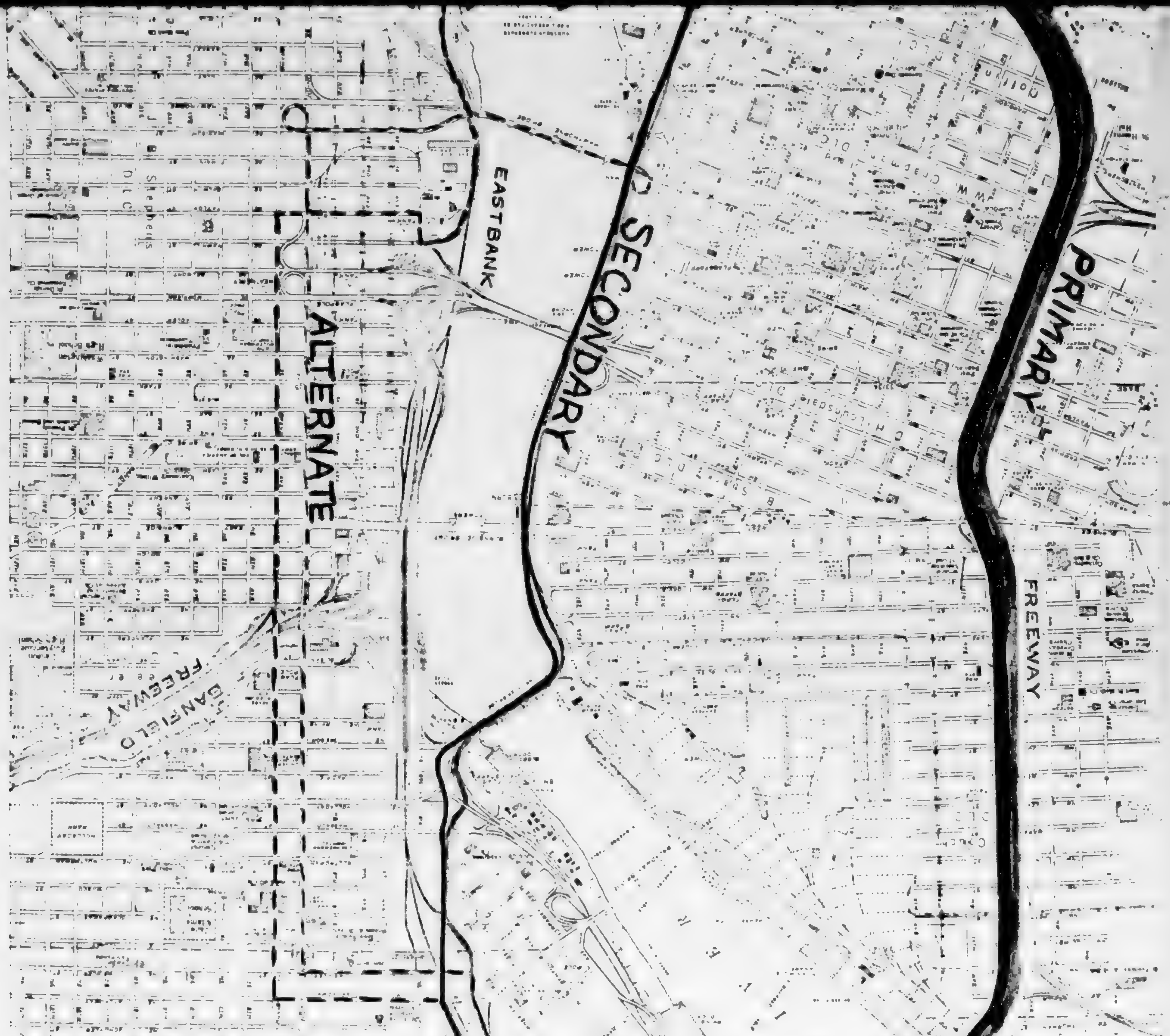
Albina
Stephens
DLC
W Irving
DLC

STAGE "B"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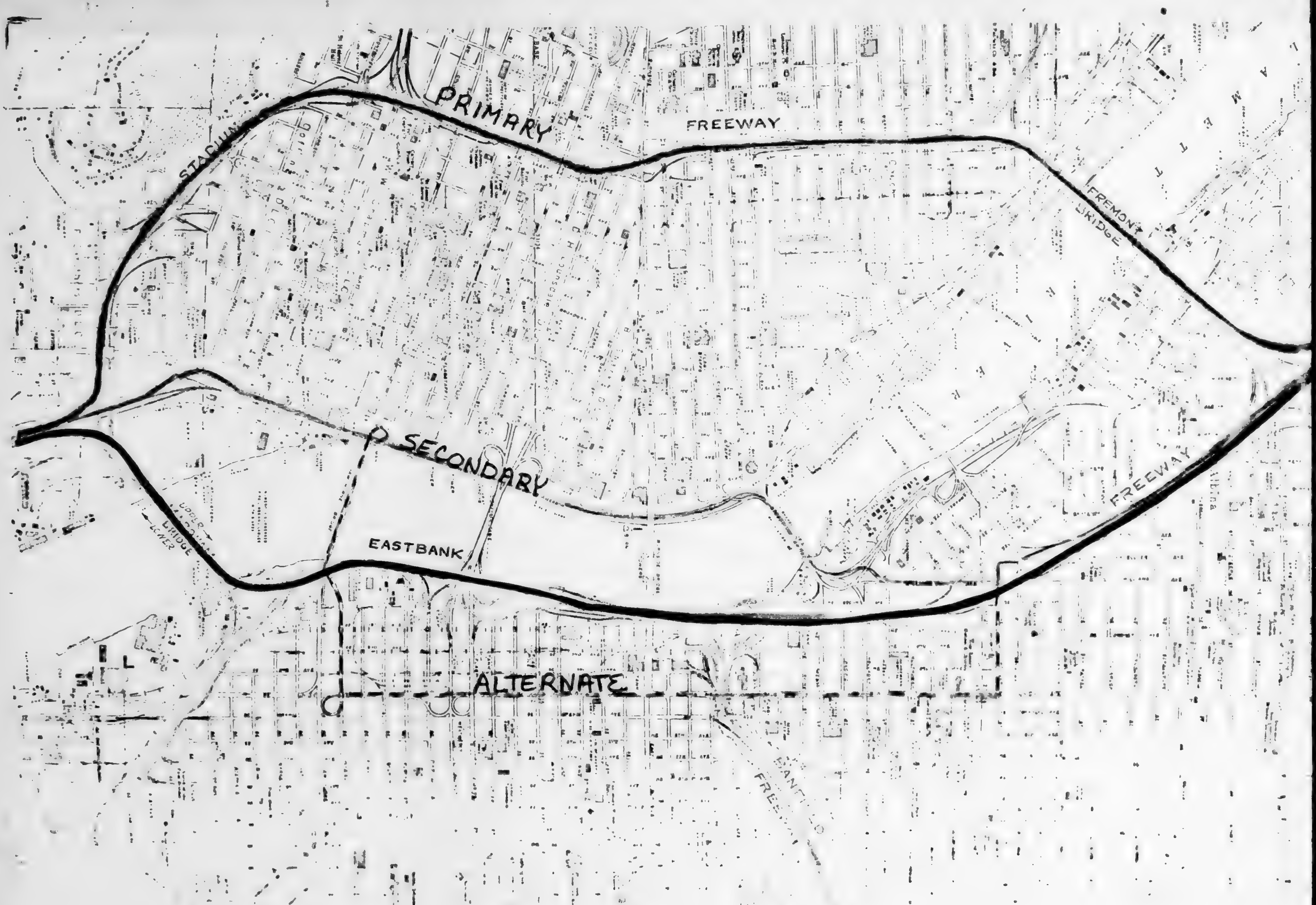
BANFIELD FREEWAY
FREEWAY
Albina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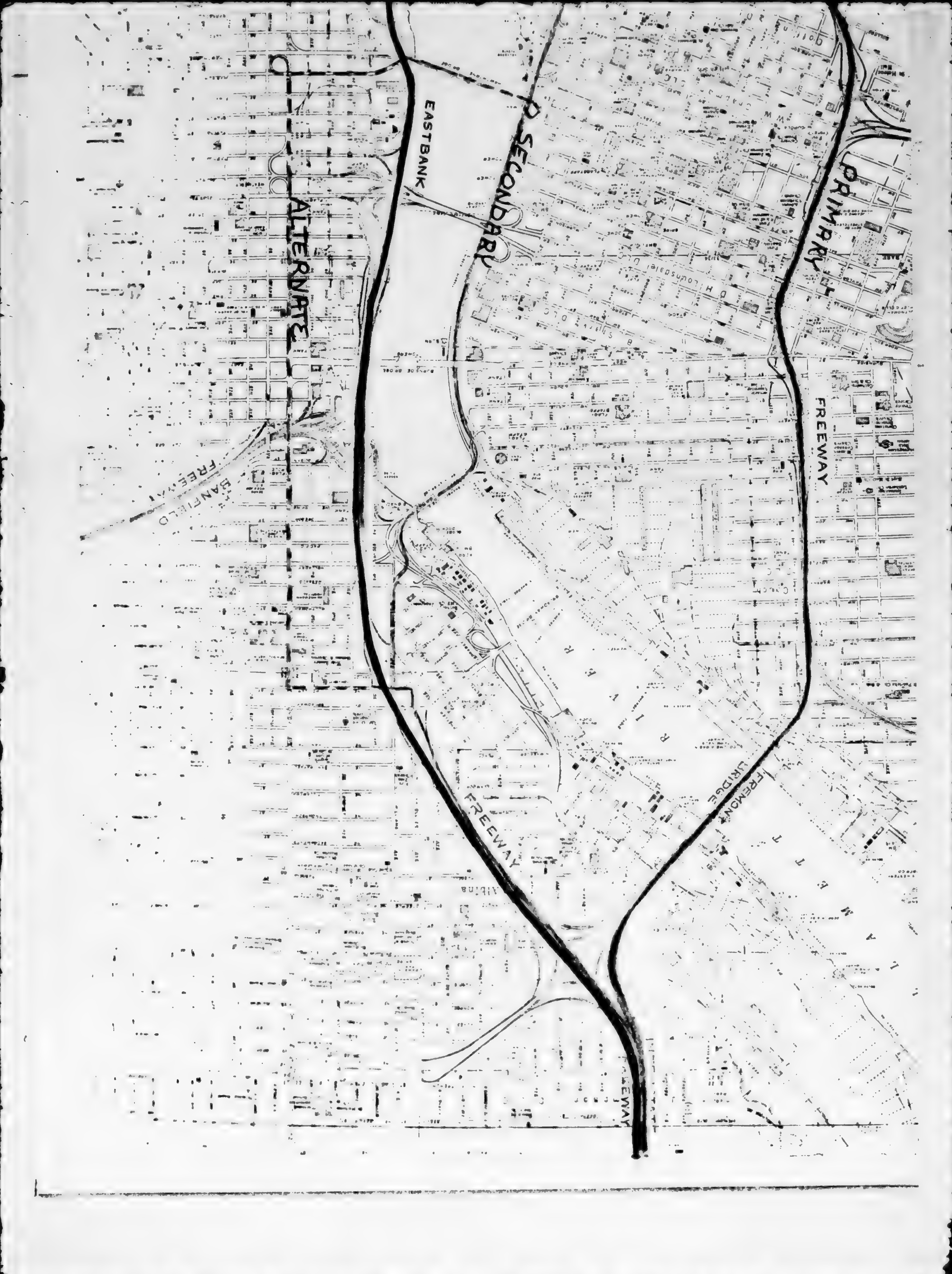
LOWER
BRIDGE
BANFIELD
FREEWAY

STAGE "C"


ALTERNATE
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SECONDARY
PRIMARY
FREEWAY
BANFIELD
FREEWAY
FREEWAY
FREMONT
BRIDGE
FREEWAY

[illegible]

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF TRANSPORTATION
FRANKFORT, KENTUCKY 40601
BUREAU OF HIGHWAYS
JAMES E. GRAY
COMMISSIONER

ELIJAH M. HOGGE
SECRETARY

WENDELL H. FORD
GOVERNOR

April 9, 1974

Mr. Gordon Beecroft
Research Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Beecroft:

In general, the Dow Pavement System has performed quite well on the majority of bridge decks overlaid with that system. Extensive cracking was experienced for the overlay on two decks; however, performance of overlays on other decks has been good to excellent. In years past, the Kentucky Bureau of Highways has utilized the Dow system in accordance with Dow's recommended specifications. It is now our understanding that Dow either has or will license others to supply and place their system. In view of that, we are now contemplating a revision of the specifications covering that work in order to better control the mixture proportion and construction procedures. In the past, we have relied heavily on Dow's representatives for those controls. This may no longer be practical under the licensing arrangement.

Sincerely,

Jas. H. Havens

J. H. Havens
Director of Research

JHH:tm

RECEIVED
APR 12 1974
RESEARCH SECTION

NOTED
GORDON W. BEECROFT

ADDRESS RETURN TO: DIVISION OF RESEARCH, 533 SOUTH LIMESTONE, LEXINGTON, KY. 40508

Overlay Design Folder

WENDELL H. FORD
GOVERNOR

CHARLES PRYOR, JR.
COMMISSIONER

COMMONWEALTH OF KENTUCKY
EXECUTIVE DEPARTMENT FOR
FINANCE AND ADMINISTRATION
FRANKFORT 40601

April 4, 1974

Mr. Gordon Beecroft
Research Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Beecroft:

I have your letter inquiring as to the performance of our Dow latex modified mortar bridge deck repairs. To the best of my knowledge, these repairs have given excellent performance.

However since I have not been very close to this operation of the Bureau of Highways for the past year, I am requesting Mr. James H. Havens, Director, Division of Research, Bureau of Highways, 533 South Limestone, Lexington, Kentucky, to provide you with a more direct reply. Mr. Havens has been involved in the evaluation of this system since we first used it. He may have a research report on some of this work that he can send you.

Very truly yours,

W B Drake

W. B. Drake, P.E.
Transportation Planning
Coordinator

WBD/sj

cc: Mr. J. H. Havens

RECEIVED
APR 8 1974
RESEARCH SECTION

NOTED
GORDON W. BEECROFT

Overlay design jobs

COMMONWEALTH OF VIRGINIA

DOUGLAS B. FUGATE, COMMISSIONER
MORRILL M. CROWE, RICHMOND, VA.
LE ROY EAKIN, JR., McLEAN, VA.
HORACE G. FRALIN, ROANOKE, VA.
THOMAS R. GLASS, LYNCHBURG, VA.
LEONARD R. HALL, BRISTOL, VA.
DOUGLAS G. JANNEY, FREDERICKSBURG, VA.
ROBERT S. LANDES, STAUNTON, VA.
WILLIAM T. ROOS, YORKTOWN, VA.

K. E. ELLISON
STATE HIGHWAY MATERIALS ENGINEER

DEPARTMENT OF HIGHWAYS
1221 EAST BROAD STREET
RICHMOND, VA. 23219

JOHN E. HARWOOD,
DEPUTY COMMISSIONER & CHIEF ENGINEER
W. S. G. BRITTON,
DIRECTOR OF ADMINISTRATION
A. K. HUNSBERGER, DIRECTOR OF ENGINEERING
H. GORDON BLUNDON,
DIRECTOR OF PROGRAMMING AND PLANNING
J. M. WRAY, JR., DIRECTOR OF OPERATIONS

IN REPLY PLEASE REFER TO

March 27, 1974

Mr. Gordon Beecroft
Research Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Beecroft:

Your letter to Mr. A. K. Hunsberger of March 18, 1974 has been referred to the Materials Division for answering.

We have several bridges which have received the Dow overlay and generally have been well pleased with the results. We are somewhat concerned that the product does not provide an impermeable barrier but since this does not seem to be of a concern to you there should be no problem.

On our projects we have noted that a number of small surface cracks have occurred extending to about 1/2" in depth. Except for these small cracks the riding surface has proved to be very durable and there appears to be excellent bond with the concrete deck. One of these bridges is on heavily traveled I-85 and the other is on a heavily traveled primary route. They have been in place approximately three (3) years. We also understand that Dow is constantly upgrading the product and installation procedures. We further intend to install four (4) other decks probably sometime this summer.

In summary, we consider it a very good system for upgrading surface deterioration but would hesitate to recommend it for a complete moisture barrier system.

If we can answer any further questions in regard to the use of this material, please let us know.

Very truly yours,

NOTED
GORDON W. BEECROFT

R. V. Fielding
Acting State Materials Engineer

RECEIVED
APR 1 1974
RESEARCH SECTION

JEG/cb

cc - Mr. A. K. Hunsberger

STATE of INDIANA
INDIANAPOLIS
INDIANA STATE HIGHWAY COMMISSION
100 North Senate Avenue
Indianapolis, Indiana 46204
Room 1101, State Office Building
317-633-5816

April 2, 1974

Mr. Gordon Beecroft
Research Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Your recent inquiry regarding the use of the Dow Pavement System or Latex Modified P.C. concrete as a bridge repair or deck overlay material in Indiana was referred to me for answer. I will try to reply in general terms and if more specific information is desired it will be provided later.

The Indiana State Highway System has 15 bridges which have been overlayed with the Latex Modified P.C. concrete and the city of Indianapolis also has several in operation. The oldest of these overlays dates back to 1966 and all of them are giving satisfactory service. There have been no problems with delaminations and the material wears well in the traffic lanes. These overlays were all placed as part of a repair project, however, the material is performing so well that we are currently installing these overlays as part of the initial construction.

Indiana has adopted a policy of installing a membrane with wearing surface or suitable overlay for all new bridge construction and we are trying to repair and protect our older bridge decks as rapidly as finances permit. This will be the first construction season under this policy so many overlays will be placed this year. Five bridges with Latex Modified P.C. concrete overlays will be let to contract on April 15th., and similar numbers each month until late summer. Present proposals call for approximately 20% of our new bridge structures to receive an overlay of Latex Modified P.C. concrete.

The overlays which have been used in the past varied from 1 to 2 inches in thickness. The proposal for our new construction calls for 1 1/2 inches of Latex Modified portland cement concrete to replace the top 1 1/2 inches of the deck slab to give a finished thickness the same as the original Design. This will involve a two stage construction for the deck.

RECEIVED
APR 8 1974
RESEARCH SECTION

NOTED
GORDON W. BEECROFT

I am sure you have gathered from the foregoing comments that we are rather pleased with the performance of this material todate. There are, however, some problems with the use of the material. The set starts at the surface and takes place rather fast. This forces the finishing operations to stay right with the placement. The initial set forms a film on the surface which is torn by any further treatment of the surface. These tears do not heal themselves. The Latex additive is a foaming agent and unless care is exercised the air content rises high enough to weaken the finished product. The only way to get consistant material seems to be by use of the mobil mixing units which Dow has modified for their material. By using these mobil mixers and modified finishing machines we are currently getting very good results on our decks.

Please feel free to contact me for any additional information you may wish.

Very truly yours,

E. W. Walters

E. W. Walters
Engineer of Bridge Design

EWW:cb

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

NOTED
H. S. COULTER

DATE January 17, 1964

TO Mr. W. J. Hart
Bridge Engineer
Attention: R. W. Ellison

FROM George N. Hopkins
Regional Maintenance Engineer

RECEIVED
JAN 18 1974
Office of
Assistant State Highway Engineer

SUBJECT I-5 Structure E
Bridge No. 8588

Structure E is within the Portland City Limits and located on Interstate 5, MP 301.70 to MP 302.13, (see exhibit A). It is 2,249 feet in length and carries four lanes of traffic. Built in 1963, the structure records a 1973 ADT count of 70,500. This high volume of traffic, coupled with heavy seasonal use of studded tires and tire chains has caused severe wear and deterioration to the deck surface. This deteriorated condition indicates a specific need for deck rehabilitation. The following information is intended to be consistent with requirements printed in FHWA Instructural Memorandum 21-6-72.

1. Visual Inspection: Visual inspection of Structure E was completed December 14, 1973. The substructure appears to be in good condition.

On the wearing surface there is pronounced rutting, up to ½" depth, in the wheel tracks (see exhibit C). This abnormal wear can be mostly attributed to the high volume of snow chain and studded tire traffic. Besides the rutting, the deck has experienced such a high amount of wear that it now has exposed aggregate throughout.

Another area of concern are the lateral cracks that are developing in the deck (see exhibit B1). The pattern seems to indicate a trend toward map cracking and if allowed to progress unchecked, could deteriorate rideability to an unreasonable degree and accelerate corrosion of the reinforcing steel. The cracks seem to be developing uniformly throughout the deck.

Another example of the abnormal wear this deck is experiencing is the large amount of exposed reinforcing steel. There are approximately 450 square feet of exposed rebar on the deck surface (see exhibit B). These areas are spaced fairly uniformly in the northbound lanes, while the southbound lanes are just beginning to show some exposed steel. Some areas on the northbound side have developed to the extent where the rebar is loose and rattles on tire impact. This detrimental condition has precipated bond failure between the concrete and steel adjacent to the exposed areas. Besides being structurally undesirable, these areas appear most conducive to steel corrosion and concrete delamination.

Visual inspection of the joints on Structure E indicates they have been the focus of a great deal of patching effort on the part of State maintenance forces. Readily apparent is the fact that this concentrated effort has accomplished little in arresting the progression of corrosion and delamination in these areas. Condition of the joints appears to be steadily growing worse.

2. Chain Drag: A chain drag test was performed on Structure E December 27, 1973. A section of chain was dragged back and forth systematically down the deck surface (see exhibit D). Readily apparent from this test was the delaminated concrete adjacent to the deck joints. These areas seem to be spreading and pose a definite possibility of infecting the entire deck surface.

3. Corrosion Dector Test: A corrosion test was performed December 27, 1973, using a half-cell method (see exhibit E). The entire deck was investigated and it was found active corrosion most likely exists in the delaminated areas adjacent to the deck joints and in the areas around the exposed rebar. A good deal of the deck surface indicates a high potential for steel corrosion.

4. Depth of Rebar Test: The depth of the rebar below the wearing surface was determined by use of a pachometer (see exhibit F). Discounting the 450 square feet of exposed rebar, the range of cover within the travel lanes varied between 1/4" and 1" throughout the deck. Considering the rutted areas only, the maximum depth of cover was 5/8". Since the deck was originally designed for 7" thickness with 1½" of cover over the top steel mat, it can be concluded the surface has experienced severe wear.

5. Deck Core Sampling: Four 4" full-depth deck core samples were taken on Structure E on December 27, 1973 (see exhibit G). Apparent from the core samples is the unusual amount of wear the deck surface has experienced. Exposed aggregate is pronounced and depth of cover over the reinforcing steel ranges from 0 to 1¼". The deck was originally designed for 1½" of cover.

The core samples were sent January 3, 1974 to our Materials and Research Section in Salem for determination of chloride content. The results of these tests are forthcoming.

In summary, the substructure appears in good condition. Severe wear attributed to climatic conditions and an unusually high usage of snow chains and studded tires has deteriorated the deck surface to a point where routine maintenance will no longer suffice. Rutting has developed to a high degree and depth of cover over the reinforcing steel has been reduced to such an extent that approximately 450 square feet of steel is presently exposed. Some portions of the exposed steel have developed to the point of rattling on tire impact thereby accelerating bond failure and allowing moisture and chloride penetration. Areas adjacent to the deck joints exhibit a substantial amount of delamination and the entire deck appears to be in the early stages of "map cracking." The exposed steel, delaminated areas, and deck cracks are prime ingredients for the active and potential corrosion occurring within the deck.

Since it is apparent routine maintenance of the wearing surface on Structure E cannot keep pace with the accelerating deterioration, we recommend a project be undertaken to rehabilitate the deck surface. This might best be accomplished by first removing the deteriorated concrete from the delaminated areas. The steel would then be inspected and treated for corrosion prior to repair. Once the delaminated areas have been repaired, the entire wearing surface could then be overlayed, thereby providing proper coverage over steel reinforcement and a satisfactory wearing surface. The total area recommended for overlay is approximately 172,000 square feet.

BN/pw/b
cc: H. S. Coulter
D. H. Moehring
Max Klotz

9/0

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 10, 1973

TO Mr. L. W. Rulien
Regional Engineer

Attention Mr. George Hopkins

FROM ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT I-5, Structure E
Bridge No. 8588

NOTED
E. S. HUNTER

RECEIVED
DEC 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We are in accord with your letter of July 5, 1973 advocating a structural overlay for the deck of the subject structure. Such work may be eligible for funding on a federal-aid basis if the proper pitch is made to FHWA.

In order that such a pitch may be made, you are requested to provide the field information necessary as backup material.

We have discussed the matter of information required with the local FHWA office and find that the best pitch would include a combination of items from the "Field Condition Survey" and the "Detailed Field and Design Appraisal" as described in the guidelines of the attached FHWA Instructional Memorandum 21-6-72.

The required items are as follows:

1. Visual Inspection.

   Report on cracking, spalling, erosion, et cetera.
   Do cracks penetrate through deck. Photos.

2. Chain drag over entire deck area to determine location of laminated or loose areas.
   Report on procedure, and findings with sketch showing results, et cetera.
   Include photos.

3. Corrosion detection test.
   Use half cell method to determine active and potentially active areas of rebar corrosion.
   Report on procedure and results, location of corrosion areas, et cetera.
   Include sketch and photos.

4. Determine depth of rebar below present deck surface by use of pachometer. Indicate amount of erosion of surface by traffic. Report on procedure and results, depth of cover, et cetera. Include sketch and photos.

5. Core deck in six locations to show condition of concrete. Full depth cores. Take cores from good, bad, and average areas. Report on procedure, location of each core, condition of concrete at each location, et cetera.

The cores taken under the last item should be sent to the Lab for determination of chloride content. Chloride content is apparently an item of major concern with FHWA and has a considerable bearing on their approval of a project. The greater the chloride content, the greater their inclination to approve a restoration or overlay project. Chloride content is accumulative and builds up each season with additional application of salt. Even though salt may not have been applied directly to the deck, the salt used to keep sanding material from freezing would have an effect if that material was used on the structure.

A separate report should be made for each of the above listed items so that the most comprehensive pitch possible may be made to the FHWA for participation in this project. Any additional information you are able to supply in line with the FHWA guidelines will be appreciated.

In order that this project may be processed by FHWA and contracted for the coming construction season, your early attention to the report required is necessary.

If you have any questions about the procedure or required reports, please phone or write. We can even arrange a meeting to discuss this matter whenever it might be convenient for you.

RWE:dh
cc E. S. Hunter
H. S. Coulter
C. T. Keasey
D. H. Moehring
Max Klotz
John Jenkins

9213

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 6, 1973

TO Mr. L. W. Rulien
Regional Engineer   Attn. Mr. George Hopkins

FROM Walter J. Hart
Bridge Engineer

SUBJECT I-5 Structure E
Eastbank-Banfield Intch.
Bridge No. 8588

We concur with your concern over the surface deterioration of the deck on the subject structure. We believe that one more winter is about all we will be able to tolerate on this structure before a corrective overlay must be placed.

We are in the initial stages of a research project leading to the selection of the best type of overlay. Hopefully by early spring of 1974 this research will have produced sufficient results to make a choice of an overlay material.

I believe that we should contract a deck overlay project in the late spring of 1974.

WJH:dh

cc H. S. Coulter
D. H. Moehring
Max Klotz
John Jenkins

RECEIVED
JUL 6 1973
Office of
Assistant State Highway Engineer

7-6-73
cy Hunter

RECEIVED
JUL 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7013

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE: July 5, 1973

To: Mr. W. J. Hart
Bridge Design Engineer

FROM: ORIGINAL SIGNED BY GEORGE HOPKINS

George N. Hopkins
Regional Maintenance Engineer

SUBJECT: I-5 Structure E
Bridge No. 8588

The deck surface on structure E has been the cause of considerable discussion and concern for quite sometime. I am enclosing a series of several colored photographs showing, in some areas, exposed reinforcing steel, in other areas spalled and broken concerete at the joint and cross-beam, and in all areas excessive erosion.

Photograph No. 7 indicates the location of the transverse reinforcing steel, although it is not actually exposed. As you recall, this structure is on a slight grade northbound. Traffic pulling this grade created vibrations that have contributed to the spalling and damage experienced by the cross-members shown in Photograph No. 1. In Photographs No. 2 and No. 3, the wearing and rutting in the wheel tracks is very noticeable at this joint.

It is my understanding that you have conducted some research of wearing surface materials which are fairly new on the market. Among these are epoxy concret, asphaltic epoxy, concrete with small steel needles and others. I believe that we all agree that some type of wearing surface must be provided over this structure to furnish protection to the reinforcing steel and improve the rideability of this deck.

Will you please research, select, and design a wearing surface for this structure to be installed by contract and follow through by providing the specifications and plans setting up for a contract.

RECEIVED
JUL 5 1973
Office of
Assistant State Highway Engineer

GNH/bd
att
cc: H. S. Coulter
C. T. Keasey
D. H. Moehring
Max Klotz

1980 Willow Creek (Glenn Rd.) 9094
Bridge Sec. of FAS Rt. B611.
(Gr., surf. & structure)

C&A 7004 6-20-79

C&A 6697 - 9-5-78

PE [illegible]

Av 512

CC 1905

PE Appr'd w/ Comm 6/20/75

Const Auth

6/20/75 [illegible] not

Chann [illegible]

92-11 P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-5-81	CC 81-59		531-1940-297 531-1004-297

BILL TO: Code:

Union County Court
Courthouse
LaGrande, Oregon 97850
Attn: Hon. Earl C. Misner, Co. Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE

Final Billing: Willow Creek (Glenn Road) Br. on FAS-B611(2). This is an FAS-C Project #RS-B611(2).

County's Share of Costs are:

County Advance Deposit	$9,690.00
County Share of Costs	9,233.67
Refund Due County	$ 456.33

(Please send copy of itemized statement with billing.)

Advance Deposit Amount	$ 9,690.00
Advance Deposit Previously Transferred to Highway Fund	$ 7,190.00
Balance	$ 2,500.00
Transfer to Highway Fund	$ 2,043.67
Refund Due	$ 456.33
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1905, CC 2050

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
HAROLD REYNOLDSON

Approved:

D E Swan
D.E. SWAN

SP*35736-73

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-4-81

County Union **Contract No.** 9094 **Date Completed** Aug. 9, 1980

FAS B 611 **Section** Willow Creek (Glenn Rd.) Br.

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
PE	(Fed. Part.)	$ 13,343.27
	(Non Part.)	5.63
	Federal Funds Collected	$ 11,444.52
Construction		
Payment to Contractor	(Fed. Part.)	$127,581.33
Engineering		12,382.95
TOTAL		$139,964.28
Engineering	(Non Part.)	$ 13.55
	Federal Funds Collected	$123,420.50

County Share of Project Costs:

1/2($13,343.27-$11,444.52+$139,964.28-$123,420.50+13.55)+5.63 = $9,233.67

County Advance Deposit ------------- $9,690.00
County Share of Project Costs ------ 9,233.67
Refund Due County $ 456.33

Reference: Billing Form CC 81-59

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 11-4-81

County Union **Contract No.** 9094 **Date Completed** Aug. 9, 1980

FAS B 611 **Section** Willow Creek (Glenn Rd.) Br.

PAYMENTS TO CONTRACTOR

	ITEM	TOTAL COST
PE	(Fed. Part.)	$ 13,343.27
	(Non Part.)	5.63
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TOTAL		$139,964.28
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	Federal Funds Collected	$123,420.50

County Share of Project Costs:

1/2($13,343.27-$11,444.52+$139,964.28-$123,420.50+13.55)+5.63 = $9,233.67

County Advance Deposit -------------	$9,690.00
County Share of Project Costs ------	9,233.67
Refund Due County	$ 456.33

Reference: Billing Form CC 81-59

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Willow Creek (Glenn Rd.) Bridge FAS B611 (Glenn Road) Union County					
	Construction Type Code 2010 Roadway (Sta. 28+00 To Sta. 32.75) (Sta. 33+25 To Sta. 40+00) Final Contract Payment Summary	Lump Sum			$ 86,086.33	$127,581.33
	Type Code X080 Structure (Sta. 32+75 To Sta. 33+25) Final Contract Payment Summary	Lump Sum			41,495.00	
	Construction Engineering State	All Required			12,382.95	
	Type Code 2010 $8,026.37 Type Code X080 3,953.28					
	Total Participating Costs				$139,964.28	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/30/81.					
	AMOUNT CARRIED FORWARD					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Willow Creek (Glen Rd.) Section Union County					
	Preliminary Engineering Type Code P.E. State	All Required			$13,343.27	
	Total Participating Cost				$13,343.27	
	Nonparticipating Cost State	All Required			5.63	
	Total Project Cost				$13,348.90	
	Prepared based on Participating Cost as shown on Federal Billing as of 6/30/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: RS-B611(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 9-12-78 To: 2-6-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$13,348.90	$13,343.27	85.77%	$11,444.52	$11,444.52	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 7-15-80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-6611(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/23/80 To: 4/14/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$139,964.28	$139,964.28	88.18%	$123,420.50	$123,420.50	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 8/6/81

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Willow Creek (Glenn Rd.) Bridge FAS B611 (Glenn Road) Union County					
	Construction Type Code 2010 Roadway (Sta. 28+00 To Sta. 32.75) (Sta. 33+25 To Sta. 40+00) Final Contract Payment Summary	Lump Sum			$ 86,086.33	# 12,581.33
	Type Code X080 Structure (Sta. 32+75 To Sta. 33+25) Final Contract Payment Summary	Lump Sum			41,495.00	
	Construction Engineering State Type Code 2010 $8,026.37 Type Code X080 3,953.28	All Required			12,382.95	
	Total Participating Costs				$139,964.28	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/30/81.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-B611(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9-12-78 To: 2-6-80

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$13,348.90	$13,343.27	85.77%	$11,444.52	$11,444.52	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		7-15-80

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Willow Creek (Glen Rd.)Section **Union County**					
	Preliminary Engineering Type Code P.E. State	All Required			$13,343.27	
	Total Participating Cost				$13,343.27	
	Nonparticipating Cost State	All Required			5.63	
	Total Project Cost				$13,348.90	
	Prepared basud on Participating Cost as shown on Federal Billing as of 6/30/80.					
	AMOUNT CARRIED FORWARD					

```
TOTAL TO DATE JOB COST SUMMARY                                                          AUGUST 1981

                                                                                          FISCAL           GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR   CURRENT MONTH      YEAR TO DATE          TO DATE        BEG   END
                                  531    1002    205     03 P 1      1,049.91CR        1,049.91CR        1,049.91CR      81    81
                                  531    1002    270     01 P 1        125.82          5,310.43         86,336.63        81    81
                                  531    1002    282     03 P 1     10,499.05         10,499.05         10,499.05        81    91
                                  531    1002    296     00 N 9     12,717.91CR       17,777.26CR       88,402.26CR      80    81
                                  531    1002    298     00 N 9     12,717.91         17,777.26         88,402.26        80    81
                                  531    1002    900     00 P 1        354.22            354.22         11,292.00        80    81
                                  531    1002    900     00 N 1                                             155.66       80    81
                                  531    1002    900     02 P 1                                               1.11       81    81
                                  531    1002    900     02 N 1                                              34.25       81    81
                                  531    1002    920     00 P 1          1.35             50.45             65.39        80    81
                                  531    1002    948     00 P 1         13.96             20.42             52.37        81    81
                                  531    1002    950     00 P 1                                             177.90       81    81
                                                 TOT        P1       9,931.91         14,653.62         98,740.88
                                                 TOT        N1                                              189.91
                                              ** JOB TOTALS **       9,931.91   **    14,653.62   **    98,930.79   **

                                                                                                                         STATE
  WILLOW CR(GLENN ROAD) BR      CONT NO 9094 * FA PROJ NOS RS  611002 100
                                  531    1004    201     00 P 1                                        127,581.33        80    81
                                  531    1004    296     00 N 9        355.63CR          397.50CR      129,630.50CR      80    81
                                  531    1004    297     00 N 9                                          6,210.00        80    80
                                  531    1004    298     00 N 9        355.63            397.50        123,420.50        80    81
                                  531    1004    900     00 P 1                                         11,933.27        80    81
                                  531    1004    920     00 P 1                                             29.07        80    80
                                  531    1004    945     00 P 1                                            145.90        81    81
                                  531    1004    948     00 N 1           .46             13.55             13.55        81    81
                                  531    1004    950     00 P 1                                            274.71        80    80
                                                 TCT        P1                                         139,964.28
                                                 TOT        N1            46              13.55             13.55
                                              ** JOB TOTALS **            .46   **        13.55   **   139,977.83   **

                                                                                                                         STATE
  WENAHA RIVER (TROY) BRIDGE    CONT NO 9114 = FA PROJ NOS RS  630002 100
                                  532    1051    201     00 P 1                            806.70      211,281.35         0    81
                                  532    1051    201     00 N 1                                          1,452.28        81    81
                                  532    1051    204     00 P 1                          2,500.00                        80    81
                                  532    1051    206     00 N 1                             73.85            73.85       81    81
                                  532    1051    296     00 N 9         40.03CR        4,065.66CR     222,550.08CR      80    81
                                  532    1051    297     00 N 9                                         14,700.00        80    81
                                  532    1051    298     00 N 9         40.03          4,065.66       207,850.08        80    81
                                  532    1051    900     00 P 1                             16.86       24,151.65        80    81
                                  532    1051    900     00 N 1                                            445.25        80    81
                                  532    1051    920     00 P 1                                             14.07        80    80
                                  532    1051    940     00 P 1                                             29.95        81    81
                                  532    1051    944     00 P 1                                              1.95        81    81
                                  532    1051    945     00 P 1                             68.68          265.17        81    81
                                  532    1051    946     00 P 1                                             34.04        81    81
                                  532    1051    948     00 P 1                                             13.17        81    81
                                                 TOT        P1                           3,392.24      235,791.35
                                                 TOT        N1                              73.85        1,971.38
                                              ** JOB TOTALS **                  **       3,466.09   **   237,762.73   **
                                              P 1         26.95        2,2  .        2,
                                              P 1                         41.64         .41
                                                          26.95        2,2  .69      2,   .43
                              ** JOB TOTALS **            26.95  **    2,278.69  **  2,3  .43  **

  WILLOW CRK BRIDGE      CONT NO       & FA PROJ NOS RS  611001 100                                  STATE
                                              9          700.00CR      5,9  .  CR   11,7  .  CR
                                              9          700.00
                                              9                        5,2  .  7    10,7  .
                                              1                                      4,
                                              P 1                      2,8  .       2,8  .
                                              P 1                      1,   .       1,
                                              P 1                         59.68          .
                                              P 1                         59.63       3  .

TOTAL TO DATE JOB COST SUMMARY                                          JUNE 1980     PAGE  697
                                                                            FISCAL       TOTAL
DESCRIPTION OF JOB OR DEPARTMENT   PREFIX    FUNCTION   CR  CURRENT MONTH  YEAR TO DATE  TO DATE
                                                        P 1     1.75CR
                                                        P 1                   59.75
                                                        P 1
                                                        P 1                              2,7
                                                        P1      1.75CR      6,   .16    13,3  .7
                                         ** JOB TOTALS **       1.75CR**    6,470.79 ** 13,3  .90 **

  FREEZE-OUT GORGE-UPPER T     CONT NO        F     PROJ NOS RS    001 100                       STATE
                       1980                             9       2.06CR        73.62CR  20,5  .  CR
                                                        9                               1,
                                                        9       2.06          73.62    19,1
                                                        P 1                            18,4  .71
                                                        P 1
                                                        P 1
                                                        P 1                               3  .47
                                                        P 1                                  .22
                                                        P 1                            2,
                                                        P 1     2.40          2.40
                                                        P 1
                                                        P1      2.40          2.40     22,
                                         ** JOB TOTALS **       2.40  **      2.40 **  22,   .  **

  I    D RIV BR ERNST EAS      CONT NO       & FA PROJ NOS RS   6    2 100                       STATE
```

1014

1.

February 26, 1981

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9094

Gentlemen:

On December 11, 1980, we wrote to you concerning release of final payment on Contract No. 9094 awarded to Douglas S. Coats, Inc. for work on the Willow Creek (Glenn Road) Bridge Section of FAS Route B611 in Union County.

Final payment on this contract is $1,638 and the total contract amount is $127,581.33 including $498.38 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
W. E. Schwartz

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 C. B. Jackmond
For C. T. Keasey
Asst. State Highway Engineer

1094 FINAL Report # 15 L.

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Willow Cr. (Glenn Rd) Br.	WEEK ENDING August 15, 1980
		SECTION PREFIX 531-1004
	HIGHWAY FAS B-611	COUNTY Union
NAME OF JOB Willow Creek (Glenn Road) Bridge	KIND OF WORK Grading, Surfacing, Structure	
CONTRACTOR Douglas S. Coats, Inc.	CONTRACT NUMBER 9094	FEDERAL AID PROJECT NUMBER RS-B611(2)
DATE OF CONTRACT March 11, 1980	DATE WORK STARTED May 7, 1980	ESTIMATED COMPLETION DATE August 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 120
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION $ 148,233.84		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
EXCLUSIVE OF ENGINEERING $ 136,479.61	ENGINEERING AUTHORIZATION $ 11,754.23	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 136,479.61	ENGINEERING COST TO DATE $ 10,233.25	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT. OVERRUN UNDERRUN 0 %	This week: $00.00 PERCENT OF AUTHORIZATION 88 %	August 9, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			
MILES PARTIALLY COMPLETED	0.23	0.23			
MILES COMPLETED	0.23	0.23			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,125	2,460			
TOTAL QUANTITIES CORRECTED TO DATE	5,125	2,460			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15500A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10				
MONDAY 11				
TUESDAY 12				
WEDNESDAY 13				
THURSDAY 14				
FRIDAY 15				
SATURDAY 9	Clear-warm	1		Completion Date August 9, 1980

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10	
MONDAY 11	
TUESDAY 12	
WEDNESDAY 13	
THURSDAY 14	
FRIDAY 15	
SATURDAY 9	No activity.

REMARKS

Status: Completed date 8-9-80

Semi-Final to be submited 8-29-80.

SIGNED LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

L

1-P

Form 81-734-3208

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willow Creek (Glenn Road) Bridge

Date August 5, 1980

Highway FAS B-611

Contract No. 9094

County Union

Prefix 531-1004

Contractor Douglas S. Coats, Inc.

F. A. Project No. RS-B611(2)

Address P. O. Box 311; Bend, Oregon 97701

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

802 Construct woven wire fence.

Location by station numbers:

Lt. 33 + 20 to 34 + 30 (approximately)

Estimate of quantities and cost:

110 linear feet of fencing

Labor - - - - - - - -	$250
Materials - - - - - -	$100
Equipment - - - - - -	$ 50

Total estimated cost - - - - - - - - - - - - $400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contract was set up with one fencing bid item for Type 1 Fence. The property owner has requested that one section be woven wire near a feed lot. Since construction of a new fence was part of the agreement with the property owner - the Type 1 will be deleted in this area and replaced with approximately a Type 2 as approved by the owner. Materials to be commercial quality or better.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $148,233.84

Present estimate of project costs, including $ 400 for work under this order $148,233.84

Expected under-run / over-run amount $ 0

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Joseph A. Schlieski Resident Engineer

Joseph A. Schlieski

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved 8-11-80 Construction Engineer

SP*79604-731

Acknowledged by Union County: [illegible]

FAS B611

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P. O. Box 850
La Grande, Oregon 97850
May 15, 1980

In Reply Refer to
File No.:

Sub: Willow Creek (Glenn Road) Bridge
FAS B611
Union County
Contract 9094

Douglas S. Coats, Inc.
P. O. Box 311
Bend, Oregon 97701

Gentlemen:

No State-controlled sources are being offered for use on this project. All materials sources shall be provided by the contractor. In addition to the requirements of subsection 106.05 of the Standard Specifications for Highway Construction, Oregon 1974 - you will not be allowed to start any work in nor will materials be accepted from a contractor furnished source until all requirements of subsection 106.05 contained in the contract special provisions have been complied with.

On the subject project we anticipate using a County pit and quarry near the project.

Material	Owner	Location	Remarks
Pitrun gravels	Union Co.	SW¼ Sec 35 T1N R38E	Estimate a maximum of 2000 yds will be removed.
Riprap	Union Co.	SE¼ Sec 34 T1S R36E	Estimate 200 yds will be removed

It will be your responsibility to furnish this office with evidence of the necessary permits, etc. being acquired if the County owned sources are used.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer

cc: Don Trout ✓
Alvin Campbell (Union Co. Roadmaster)
Region
File

Form 734-3122

1091

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-152	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-8-80	State Oregon County Union Project No. RS-B611(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willow Creek (Glenn Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-23-80	0.219
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 148,233.00	FEDERAL FUNDS $ 130,665.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon, March 21, 1980

Federal Aid Project
No. RS-B611 (2)

Willow Creek (Glenn Rd.) Bridge
FAS B611 (Glenn Road)
Union County

Project agreement estimate.

Type Code 2010
Roadway (Sta. 28+00 to Sta. 32.75) (Sta. 33+25 to Sta. 40+00)

Mobilization	All Required		$ 12,000.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Temporary Signs	165 Sq.Ft.	7.00	1,155.00
Temporary Barricades	4 Each	10.00	40.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	175 Lin.Ft.	10.00	1,750.00
Flagmen	100 Hr.	1.00	100.00
Clearing and Grubbing	All Required		10,000.00
Removal of structures and Obstructions	All Required		1,000.00
Embankment in Place	5,125 Cu.Yd.	4.50	23,062.50
Trench Excavation	50 Cu.Yd.	20.00	1,000.00
Finishing Roadbed and Slopes	All Required		1,500.00
Watering	110 M-Gal	10.00	1,100.00
Grid-Rolled Aggregate Subbase	2,460 Cu.Yd	5.00	12,300.00
Grid Roller with Tractor	40 Hr.	60.00	2,400.00
12-inch Culvert Pipe	200 Lin.Ft.	10.00	2,000.00
Guard Rail, Type 2A	200 Lin.Ft.	15.00	3,000.00
Guard Rail Type 3	100 Lin.Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Type 1 Fence	1,900 Lin.Ft.	2.50	4,750.00
16' Single Gates	1 Each	350.00	350.00
Loose Riprap, Class 100	200 Cu.Yd.	15.00	3,000.00
			$87,607.50

Anticipated Items

Temporary Erosion Control	All Required		1,000.00
	Subtotal		$88,607.50
	Engineering		11,961.50
	Total		$100,569.00

Oregon State Highway Division
Salem, Oregon, March 21, 1980

Federal Aid Project
No. RS-B611 (2)

Type Code X080
Structure (Sta. 32+75 to Sta. 33+25)

Alternate "A"

Structure Excavation	10	Cu.Yd.	30.00	$ 300.00
Furnish HP 10x42 Steel Piling	496	Lin.Ft.	20.00	9,920.00
Drive Steel Piles	8	Each	100.00	800.00
Splice Steel Piles	2	Each	100.00	200.00
4'x40'/45' Prestressed Slabs	7	Each	3,200.00	22,400.00
Structural Steel (5600 lbs.)	All	Required		5,000.00
Metal Rail with Tubing	75	Lin.Ft.	45.00	3,375.00
		Subtotal Alternate "A"		$41,995.00
		Engineering		5,669.00
		Total		$47,664.00

Length of Roadway - - - - - - - -	0.218 mi.
Length of Structure - - - - -	0.001 mi.
Total Length	0.219 mi.
Cost of Roadway Per Mile	$461,325.69

Summary of Funds (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$100,569	88,651	5,959	5,959
Structure	47,664	42,014	2,825	2,825
Total	$148,233	$130,665	$8,784	$8,784

Group 1 100%
Contract No. 9094
Prefix 531-1940
Prefix 531-1004

February 29, 1980

Union County Court
Courthouse
LaGrande, Oregon 97850

CON 4

Attn: Hon. Earle C. Misener
County Judge

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Douglas S. Coats, Box 311, Bend, Oregon 97701 for the Willow Creek (Glenn Rd.) Bridge Section, FAS B611. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$129,602.50
Temporary Erosion Control	$ 1,000.00
4 1/2% Contingencies	5,877.11
9% Engineering	11,754.22
Est. Construction Costs	148,233.83
Est. P.E. Costs	13,000.00
ESTIMATED PROJECT COSTS	$161,233.83

County's share is 6% of $161,233.83 =	$9,674.03
Less P.E. Advance	890.00
	$8,784.03

By rounding the County's Advance will be $8,800.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 21, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

MR:pf

bcc w/AD # 734: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 734
when check is received.

9694

2.

HIGHWAY DIVISION - ODOT 378-6516

FILE

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
   Scholls Highway, Washington County
   Paving and Signals

   A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
    Yamhill County
    Grading and Paving

    Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

    Same as No. 3.

11. Deer Creek
    Gropher Valley Road, Yamhill County
    Grading, Paving and Structure

    Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

    Same as No. 3.

12. Dundee (S.W. 5th Street)
    City Street, Yamhill County
    Paving

    Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

    Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
    Springbrook Street, Yamhill County
    Grading and Paving

    Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

    Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
    Front Street, Marion County
    Grading and Paving

    Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

9094

2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-6

FEDERAL AID PROJECT NO. -B611(2)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80384

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR.
FEB 20 '80
REFER TO
FOR

DATE PS&E APPROVED 1/23/80

DATE AUTHORIZATION EFFECTIVE 2/6/80

FEDERAL ROUTE NUMBER Secondary B611

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Willow Creek (Glenn Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

Authorization to Adveritse

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/28/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-611-055

Union

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR / 128.80

Donald L Rout

Feb. 28, 1980 Bid Letting ______________ All Clea Deadline

SECTION Willow Creek (Glenn Road) Bridge
Highway Glenn Road
County Union County Region 5
Type of Work G. Str Funds FAS C
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands		☒	☒	☒	☒
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey		☒			☒
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study		☒			☒

7094 1-23-80 4.

U. S. DEPARTMENT OF TRANSPORTATI— - FEDERAL HIGHWAY A— INISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATI—

FEDERAL AID PROJECT NO. B611(2)

STATE PROJECT NO. See below

COUNTY NAME Union

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80384

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGI—
JAN 25 '80
REFER TO
FOR
Info | | | | | Art | File

DATE PS&E APPROVED 1-23-80

DATE AUTHORIZATION EFFECTIVE 1-23-80

FEDERAL ROUTE NUMBER Secondary B611

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Willow Creek (Glenn Road) Bridge Section

GENERAL DESCRIPTION OF WORK:

One structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 1-15-80 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $170,000 Federal funds $149,850 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 1-23-80

SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-018

Section WILLOW CR (Glenn) RD BRIDGE Programming Estimate $

Highway FAS B[illegible]11 Projec[illegible]ngth

County [illegible] / Union 12-31-79 Completion Time 90 cal. days

Kind of Work [illegible] Est. Comp. Date

Prefix 531-1900 Letting Date 2/28/80 Project No. RS-B611(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-11-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lans Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
[✓ Metropolitan Region Number 5]
District Number

ATTENTION:

Roger Lang

FROM:

HR

COMMENTS:

Please inform the county.

Form 731-0022 (7/78) SP*70682-734

ract Amount . . . . $(B) 146,031.59

✓ 1000 $ 1,000

Subtotal $(S) 147,031.50

Contingencies (4-1/2%) 6616.42

Engineering (~~8~~, 9, ~~10~~%) 13232.84

~~Subtotal~~ $

~~Credit~~ for . . . .

Estimated Net Authorization, Construction . . . . $(F) 166,880.75

APPROVED

Road Design Engineer

Section Willow Cr. ((Glenn) Rd Bridge Programming Estimate $

Highway FAS R 611 Project Length

County Union Completion Time 90 cal. days

Kind of Work Grading, surfacing and Structure Est. Comp. Date

Prefix 531-1940 Letting Date Project No. RS-B611(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $Ⓑ 146,031^{59}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control . . . . ✓	1000	
State Furnished		
Roadside Seeding & Mulching		$ 1,000
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
. . . .		
. . . .		
. . . .		
. . . .		
. . . .		

Subtotal $Ⓑ 147,031^{50}

Contingencies (4-1/2%) . . . . 6616^{42}

Engineering (~~8~~, 9, ~~10%~~) . . . . 13232^{84}

~~Subtotal~~ $

~~Credit~~ for . . . .

Estimated Net Authorization, Construction . . . . $Ⓑ 166,880^{75}

APPROVED

Road Design Engineer

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of 2

Date ______

Section [illegible]

County Union

Kind Of Work ______

Length ______

Name [illegible]

1-3-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10 %)	13,000
	Temporary Protection and Direction of Traffic		All	[illegible]	--	1400.00
	Temporary Signs		S.F.	165	[illegible]	990
	Temporary Barricades		Each	4	115	460
	Temporary Continuous Rail Traffic Barriers, Reflectorized		[illegible]	175	--	1225
	Flagmen		[illegible]	100	23.00	2300
	Clearing and Grubbing		All	All	--	1,000.00
	Removal of Structures and Obstructions		All	All		1,000.00
	Embankment in Place		Cu.Yd.	5125	6.50	33,312.50
	Trench Excavation		[illegible]	50	15.00	750
	Finishing Roadbed and Slopes		[illegible]	All	--	3,000.00
	Watering		[illegible]	110	15.00	1650
	Grid-Rolled Aggregate Subbase		Cu.Yd.	2400	4.00	9600
	Grid Roller with Tractor		Hr.	40	70.00	2800
	12-inch Culvert Pipe		[illegible]	200	20.00	4000
	Guard Rail, Type 2A		[illegible]	200	20.00	4000
	Guard Rail, Type [illegible]		Ft	100	30.00	3000
	Guard Rail Anchors, Type 1		[illegible]	4	350.00	1400
	Rail End Pieces, Type [illegible]		[illegible]	4	160.00	640
	Type 1 Fence		[illegible]	[illegible]	3.50	1150
	16' Single Gates			[illegible]	600.00	[illegible]
	Loose Riprap [illegible]		C.Y.	200	20.00	4000

GON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date

Section

County

Kind Of Work

Length

Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Alternate "A"					
	Structure Excavation		CuYd	10	12	120
	Furnish HP 10×42 Steel Piling		Lin Ft	496	13	6448
	Drive Steel Piles		Each	8	800	6400
	Splice Steel Piles		Each	2	100	200
	4'×40'/45' Prestressed Slabs		Each	7	3800	26,600
	Structural Steel (5600 [illegible]		All	All		5600
	Metal Rail with Tubing		Lin Ft	75	50	3750
					"A"	[illegible]
	Alternate "B"					
	Structure Excavation		CuYd	30	12	360
	Furnish 12-inch Prestressed Concrete Piling		Lin Ft	376	18	6768
	Drive Prestressed Concrete Piling		Each	8	800	6400
	Structural Concrete, Class 3300 ([illegible])		All	All		4200
	4'×40'/45' Prestressed Slabs		Each	7	3800	26,600
	Reinforcement ([illegible])		All	All		936
	Metal Rail with Tubing		Lin Ft	75	50	3750
					"B"	[illegible]

La Grande Observer
12-24-79

82nd Year Issu

Man dies in bridge collision

A Summmerville man was killed Sunday and a La Grande man injured when the pickup truck in which they were riding collided with a bridge on Glenn Road and flipped into the creek.

Fatally injured was Jack Turnbow, 46.

The driver, Anthony Donald West, 29, Route 2, La Grande, was listed in stable condition with chest injuries this morning at Grande Ronde Hospital.

According to Oregon State Police, the truck hit the Willow Creek Bridge abutment north of La Grande around 6:15 p.m. and flipped into the creek, rolling onto its top and coming to rest on its side.

The two men were trapped inside the crushed cab of the truck, according to Oregon State Police.

Nearby resident Glen McKenzie used his tractor to pull the pickup truck over onto its wheels, police said. The truck was on its side when the accident was discovered.

The La Grande Fire Department Rescue team, La Grande Rural Fire Department and Imbler Rural Fire Department assisted in extracting the men from the vehicle.

The accident still is under investigation.

12-28-79

Buzz —

For your information —
We have been pushing for this
job since last April —
Sure don't want to delay this
project any more now that we
have it on a schedule. —

Roger

Willow Creek (Glenn Rd) Sec
FAS B 611

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: December 13, 1979

DES 23
BR 15500A

FROM: TG Thompson
T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:

Willow Creek Bridge
Willow Cr. (Glenn Rd.) Bridge Sec.
FAS-C B611
Union County
Bridge 15500A

Enclosed are two reduced prints of drawings 34979-34981 which are the advance detail drawings.

Our present estimate of costs for the proposed contract is as follows.

Grading and Paving	$ 88,200
Structure	56,500
Engineering & Contingencies	29,000
TOTAL	$173,700

It is planned to call for bids on this section on February 28, 1980.

Please make a field review and return one set of drawings by January 1, 1980 with your comments noted on the plans.

SKS:dh
Enclosures

cc Alvin Campbell, Union County /w/ 2 sets encl.
H. A. Schell /w/ 2 sets encls.
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set encls.
Utility Unit /w/ 1 set encls.
County-City Unit
Road Design /w/ 1 set encls.
J. A. Schlieski /w/ 1 set encls.

81-125-1387

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

☒ RE ☒ RCE ☒ RME ☒ ROE
☒ RFA ☐

DEC 05 1979
RECEIVED
REGION 5 OFFICE

ROW 18-4

December 3, 1979

General Telephone Co. of the NW
C-P National

Preliminary Plans
Willow Creek (Glenn Rd.) Bridge Sec.
FAS B611 (Glenn Rd.)
Union County

Dear Sir:

Enclosed are preliminary plans on the above project. This project has not been placed on our tentative schedule of contract lettings. Feb 1980

What happened?

It is the obligation of the County to arrange for the adjustment of any utilities which may conflict with the proposed construction.

A sketch map and schedule for accomplishing the work must be submitted to Mr. Alvin Campbell, Roadmaster, Rt. 1 Box 1676, LaGrande, OR 97850, phone 963-8686. Upon completion of the sketch map for your relocation, please contact the County Engineer for assistance in applying for a new or amended permit.

Yours truly,

R M Frelion
for Jack M. Cartwright
Utility Engineer

RMF:mm

Enclosures

cc: Alvin Campbell, Roadmaster

bc: W. E. Schwartz
Harlin Gerlach

Cy Hal Reynoldson—
Bridge Section advises the plans won't be completed until February - guess this means a March letting.
Roger

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
3	Plan & Profile

11-7-79

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

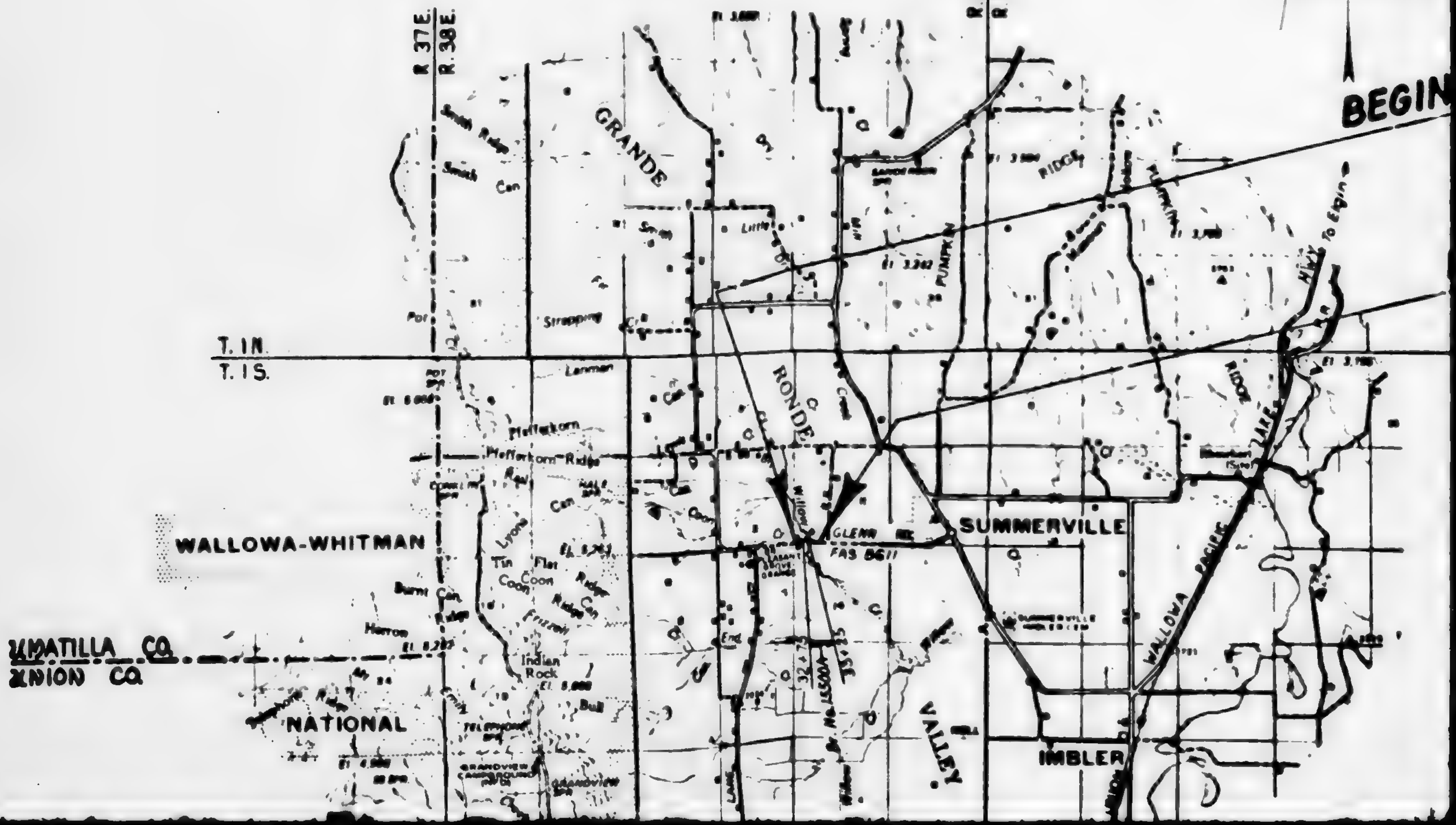
PREL
SUBJ
FIN

WILLOW CREEK (GLENN ROAD) BRIDGE SE

FAS B611 (GLENN RD.)

UNION COUNTY

APPROVED 11-7-79
COUNTY COURT OF Union
BY
CO
Harold
COUNTY CO
COUNTY CO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RIDGE
PUMPKIN
Smith Ridge
Smith
Can
Strapping
Little
Lanman
Pfefferkorn
Pfefferkorn Ridge
Lyons
Tin
Flat
Coon
Ridge
Burnt Can
Herron
Indian Rock
Bull
Willow
GLENN
FAS B611
Br. No. 15500A
32+75
33+25
SUMMERVILLE
WALLOWA PACIFIC
LAKE
HWY To Elgin
IMBLER
WALLOWA-WHITMAN
NATIONAL
UMATILLA CO.
UNION CO.

9

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
OCT 2 3 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

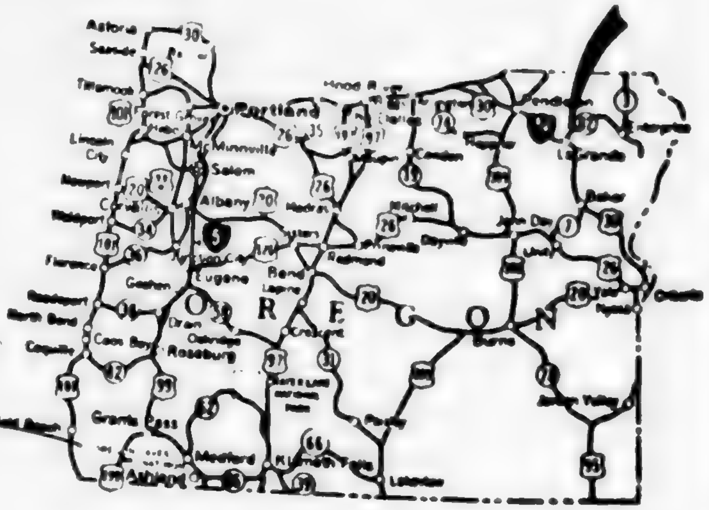
WILLOW CREEK (GLENN ROAD) BRIDGE SEC. FAS B611 (GLENN RD.) UNION COUNTY					SHEET No. 1
FED. ROAD D. No.	STATE	PROJECT NUMBER	FISCAL YEAR		TOTAL SHEETS
10	OREGON				See Index

LLOW CREEK (GLENN ROAD) BRIDGE SEC.

FAS B611 (GLENN RD.)

UNION COUNTY

APPROVED 11-7-79 19
COUNTY COURT OF Union COUNTY
BY
COUNTY JUDGE
Harvey Schnelke
COUNTY COMMISSIONER
COUNTY COMMISSIONER



Astoria
Portland
Salem
Albany
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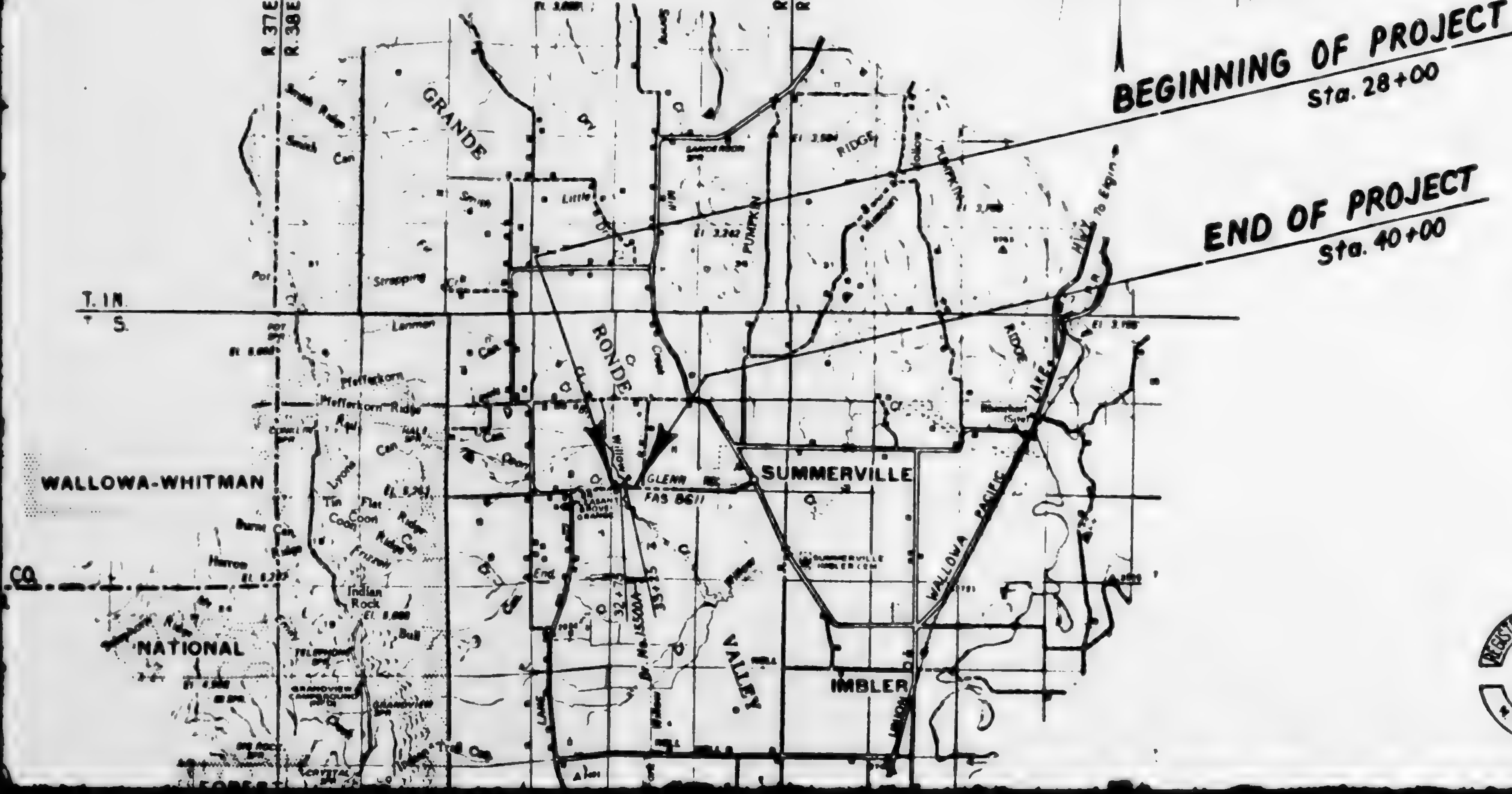
Medford
Klamath Falls
Burns
Ontario
Baker
La Grande
Pendleton
O R E G O N



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R. 38E.
R. 39E.
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T. S.
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RONDE
VALLEY
SUMMERVILLE
IMBLER
GLENN
FAS B611
WALLOWA-WHITMAN
NATIONAL
CO.
PUMPKIN
RIDGE
WALLOWA
PACIFIC
HWY to Elgin
Indian Rock
32+75
35+35
Willow Cr. No. 15500A

PRELIMINARY COPY
SUBJECT TO CHANGE

W. S. COULTER

C. S. HUNTER

WILLOW CREEK (GLENN ROAD) BRIDGE SEC

FAS B611 (GLENN RD.)

UNION COUNTY

APPROVED 11-7-72

COUNTY COURT OF Union

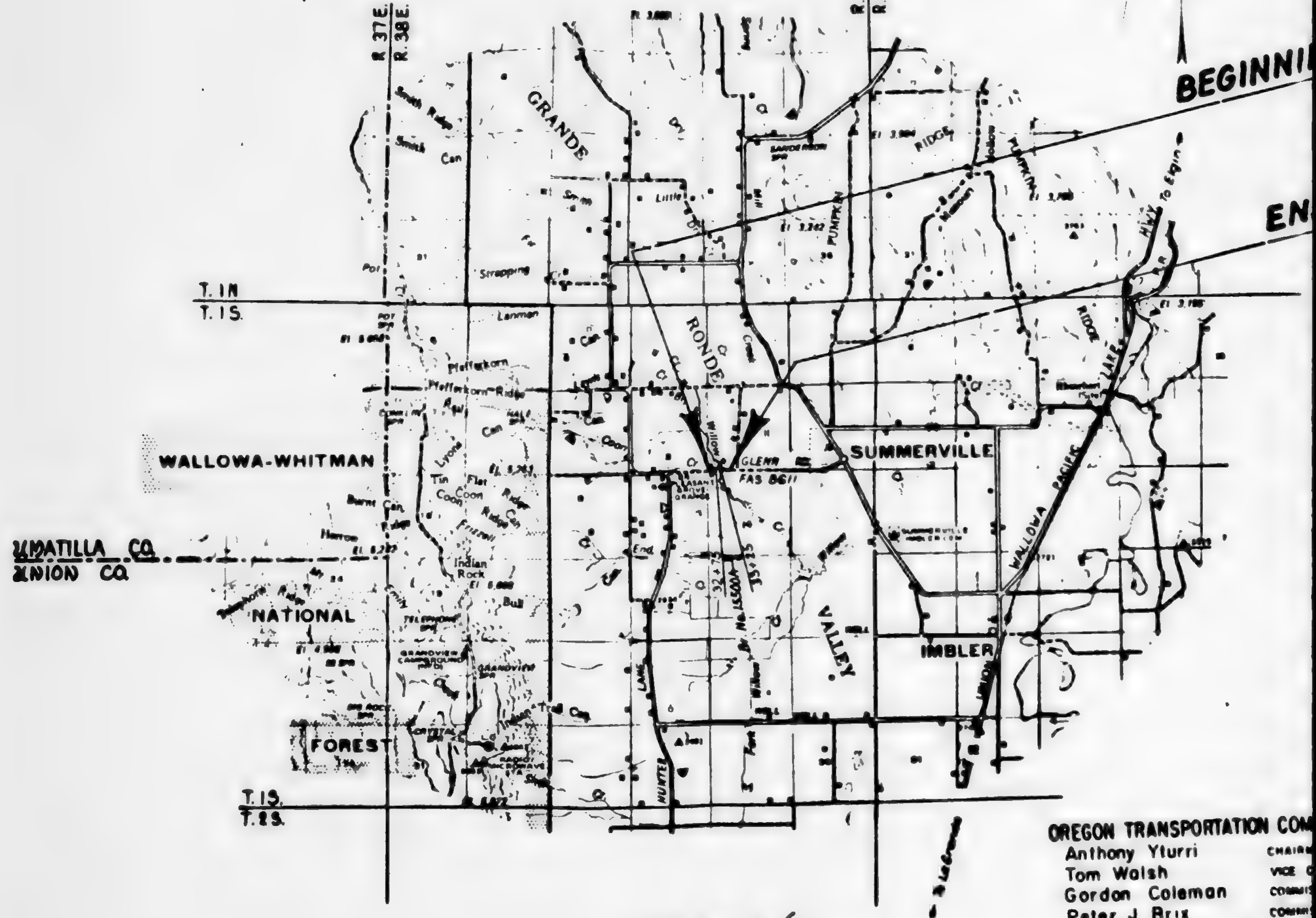
BY

COUNTY

Harvey Schmid

COUNTY COMMI

COUNTY COMMI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Tin Coon
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Harrow
Burnt Can.
PUMPKIN
RIDGE
HUNTER
LANE
Fort
WALLOWA
PACIFIC
UNION
HWY
To Elgin
To La Grande
Little

Sketch Map

Scale 0 1 2 Miles

OREGON TRANSPORTATION COM
Anthony Yturri CHAIR
Tom Walsh VICE C
Gordon Coleman COMMIS
Peter J Brix COMMIS
Michael P Hollern COMMIS
Fred B Klaboe DIRECT

LLOW CREEK (GLENN ROAD) BRIDGE SEC.
FAS B611 (GLENN RD.)
UNION COUNTY

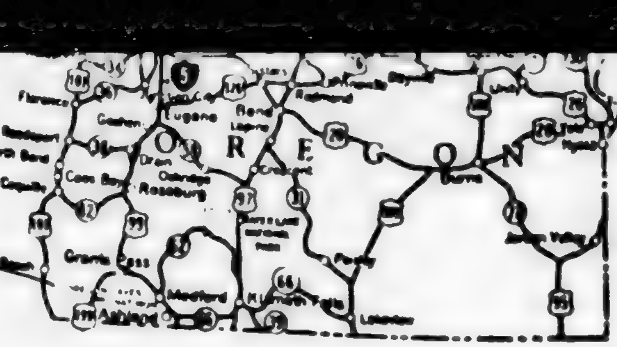
APPROVED 11-7-79 19

COUNTY COURT OF Union COUNTY

BY .... COUNTY JUDGE

Harold Schmcke COUNTY COMMISSIONER

.... COUNTY COMMISSIONER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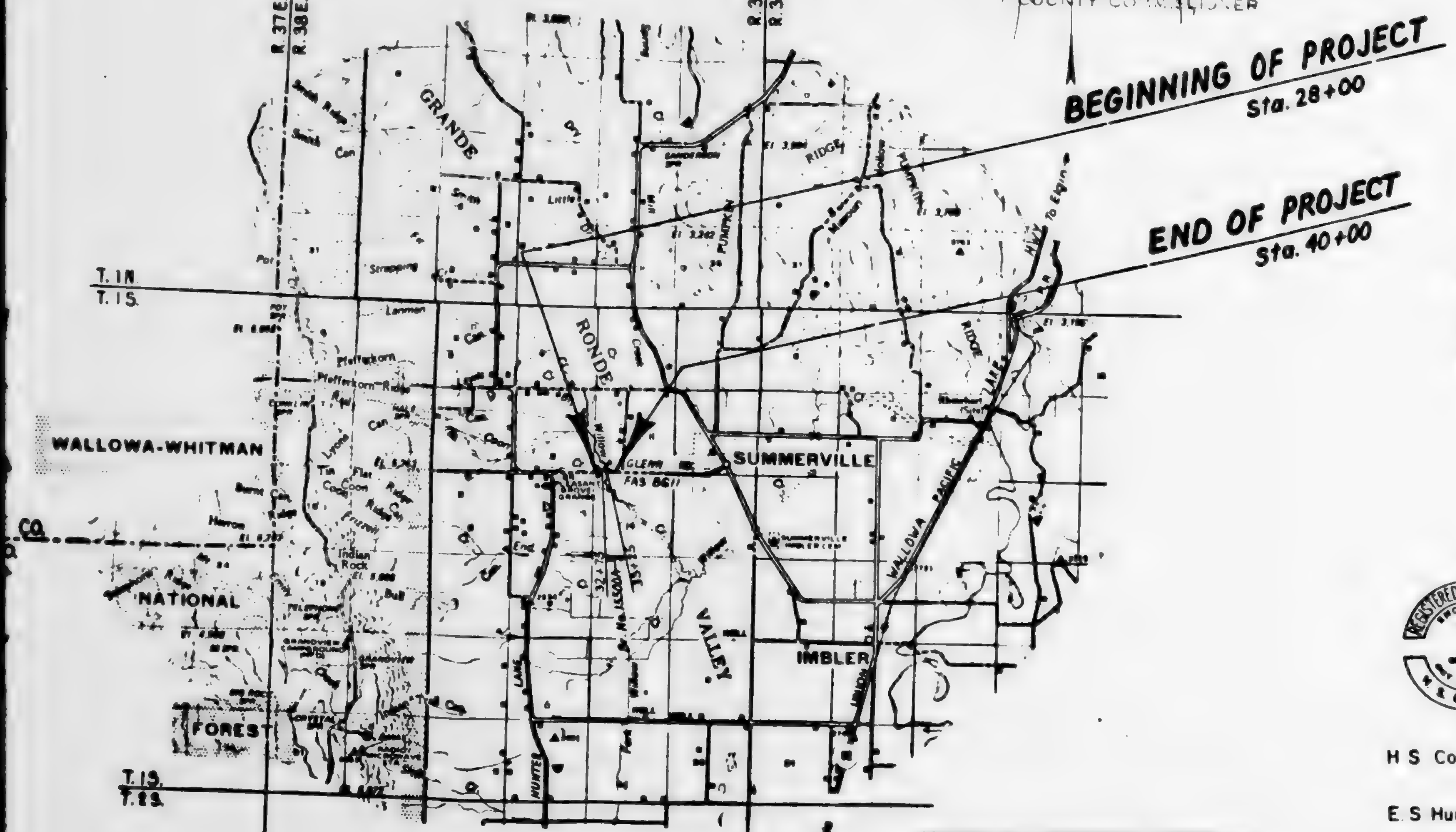
Bend
Redmond
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
Burns
Jordan Valley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RIDGE
RIDGE
WALLOWA PACIFIC
HWY To Elgin
To La Grande
HUNTER
LANE
UNION
Pfefferkorn Ridge
Indian Rock
CO.

Sketch Map

Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: ______

DIVISION ENGINEER DATE

9044

June 20, 1979

Union County Court
Courthouse
La Grande, OR 97850

Attention: Shirley Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Willow Creek Bridge Section of Glenn Road in Union County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Dorland Swan (Agreement attached)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 7, 1979

FROM: Gene M. Finley
Gene M. Finley
Hydraulics Specialist

TO: FILE

SUBJECT: Willow Creek Bridge
Glenn Road (FAS B611)
Union County

The proposed project will replace an existing 28-foot, log span structure located 100± feet upstream from the proposed site.

HYDROLOGY

Willow Creek is a north-south tributary of the Grande Ronde River and drains an area of approximately 35.5 square miles above the proposed bridge site. Stream gage data are available from gage numbers 13-3223, 13-3181, 13-3237, 13-3204 and 13-3239 located within a 20 mile radius from the proposed bridge site on similar-type mountainous watersheds. The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data using a log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	1,700 cfs
50-year	1,300 cfs
25-year	1,000 cfs
10-year	660 cfs
5-year	440 cfs

The largest known flood occurred in 1964 when the flood waters overtopped the roadway east of the existing bridge but did not top the bridge deck. From field measurement, the 1964 highwater elevation was 2,715.6 feet (MSL). The 1964 flood is estimated to have been the 500±-year flood with an estimated peak discharge of 2,700 cfs. Information from Mrs. Jean McKenzie (31-year resident) indicated that their residence, located 500± feet from the existing bridge, was not flooded during this flood.

HYDRAULIC DESIGN

Because the largest known flood in 1964 did not cause any significant property damage, the 25-year flood of 1,000 cfs was chosen as the design flood. It is estimated that the bankful capacity of the channel for the existing condition is 810 cfs, leaving the remaining 190 cfs to flood the surrounding fields. A 40-foot (skewed length) clear span bridge with 1½:1 end slopes and a normal waterway opening of 160 square feet will maintain status quo conditions. During the design flood, this structure will create 0.7 feet of backwater resulting in a highwater elevation of 2,712.2 feet (MSL) along the upstream embankment.

The field proposed to raise the existing grade, eliminating the sag east of the bridge. Discussions with the resident engineer and the county road master indicate that the new grade should include a sag east of the proposed bridge location to allow the roadway overflow to continue. The attached sketch shows this proposed grade line.

A channel change is proposed shortening the natural stream reach by 100± feet. It is suggested that the new channel have a 14-foot bottom with 1½:1 side slopes.

RIPRAP

It is suggested that the fill slopes be protected with an 18-inch blanket of class 100 loose riprap placed with a toe trench. A filter blanket will not be required.

GMF:ge

cc Frank Terpin w/att.
Walt Hart "
Jack Davis "
Duane Christensen "
Don Harwell "
Herb Schell, FHWA "
W. E. Schwartz "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge – cfs	1000	1700	2700
m³/s			
Frequency – yrs.	25	100	500±
H.W. Elevation Natural Channel ft.	2712.2		2715.6
m.			
H.W. Elevation Channel Change ft.	2712.2		2715.6
m.			
Average Velocity – fps	9.0		
mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

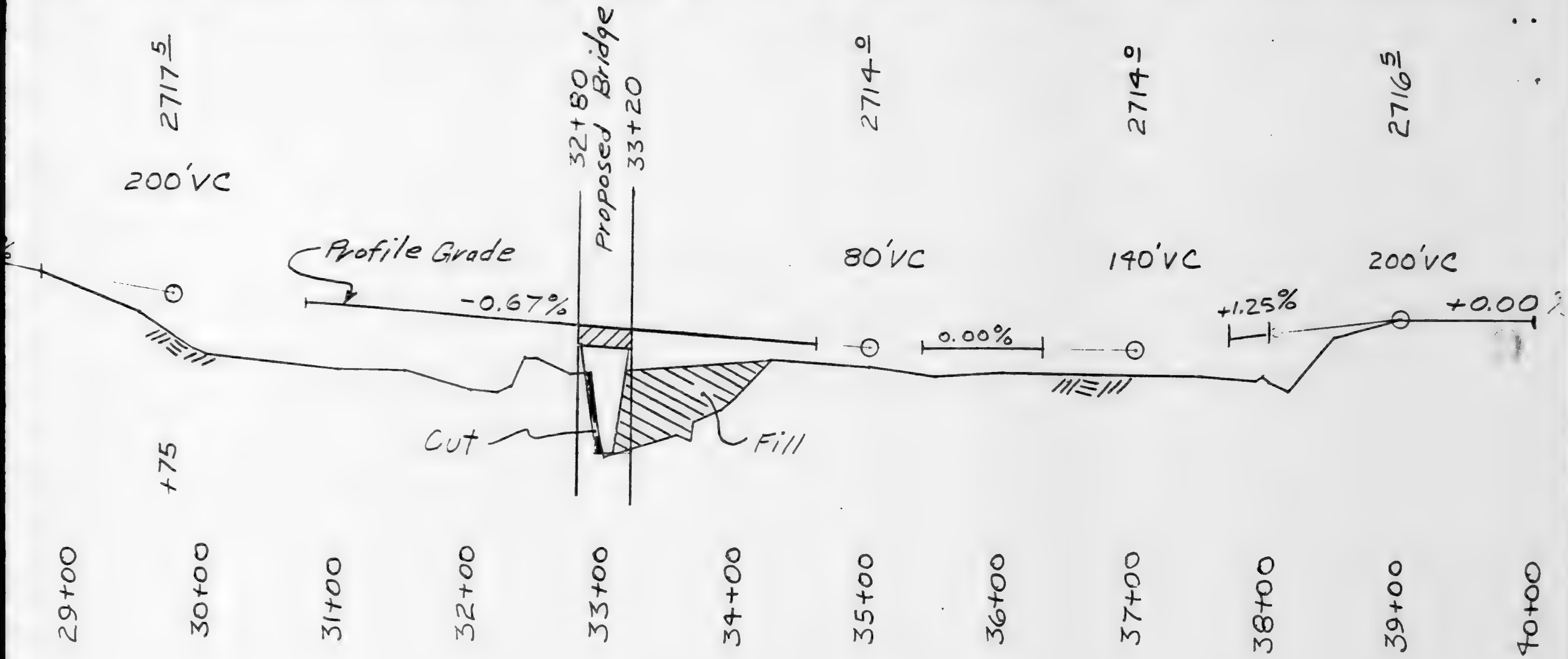
REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

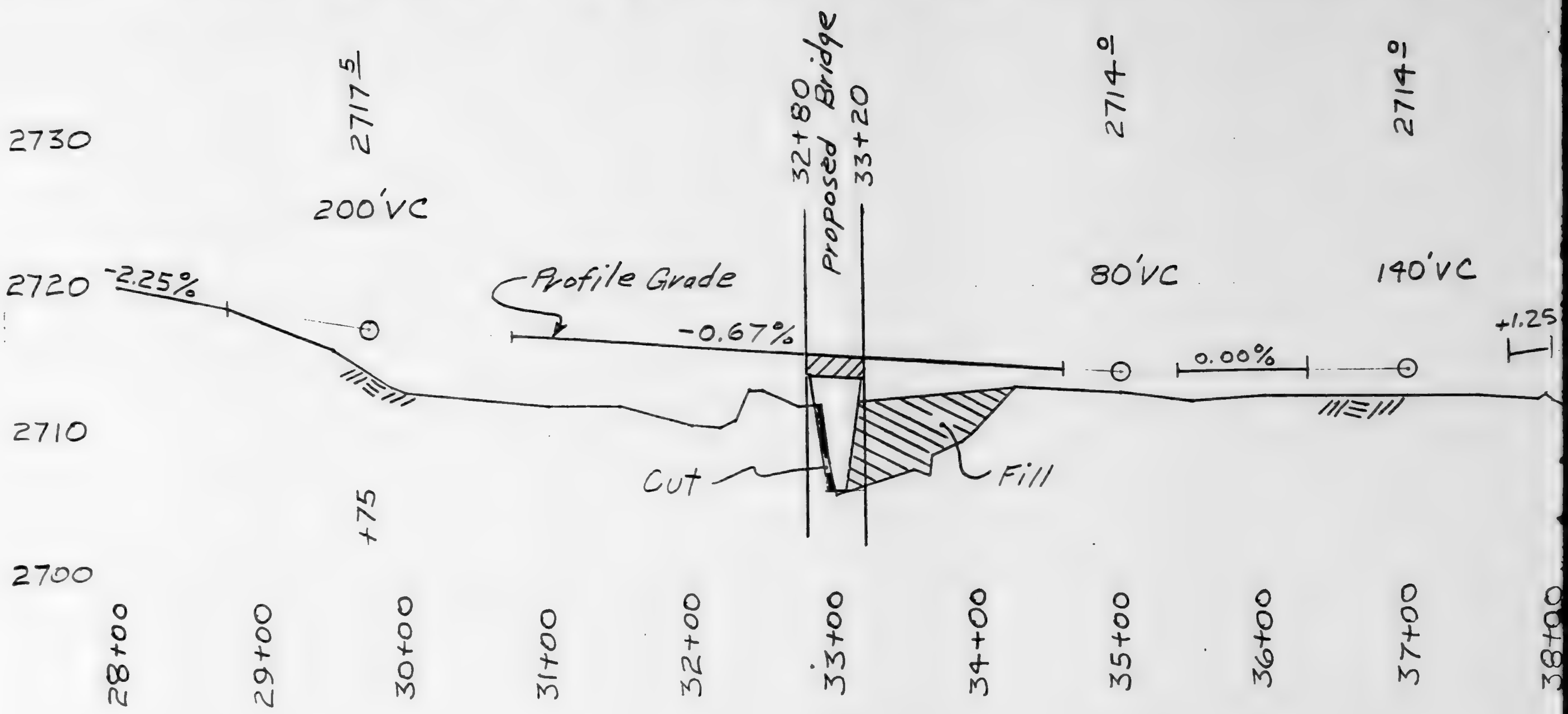
Willow Creek Bridge
Glenn Road FAS B611
Union County

COMPILED BY: Gene Finley

DATE: May 31, 1979


2717.5
200'VC
32+80
Proposed Bridge
33+20
2714.0
2714.0
2716.5
Profile Grade
-0.67%
80'VC
140'VC
200'VC
+1.25%
+0.00
0.00%
Cut
Fill
+75
29+00
30+00
31+00
32+00
33+00
34+00
35+00
36+00
37+00
38+00
39+00
40+00

Willow Creek (Glenn Rd) Br.
Glenn Road FAS B611
Union County


2730
2720
2710
2700
2717 5
200'VC
-2.25%
+75
Profile Grade
-0.67%
32+80
Proposed Bridge
33+20
Cut
Fill
2714 0
80'VC
0.00%
2714 0
140'VC
+1.25
28+00
29+00
30+00
31+00
32+00
33+00
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35+00
36+00
37+00
38+00

Willow Creek (Glenn Rd) Br.
Glenn Road FAS B611
Union County

5-22-79

GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 21, 1979

Mr. William Penhollow
Executive Assistant
Association of Oregon Counties
P.O. Box 12729
Salem, Oregon 97309

SUBJECT: Project Advancement
FAS-C Program

Dear Mr. Penhollow:

At the Transportation and Parks Committee meeting May 11 and the Technical Advisory meeting May 17, I reported advancing May 1, under the master FAS-C Agreement, commitment of eight (8) rank order FAS-C projects to construction. These involved the following counties:

Jefferson
Baker
Douglas
Deschutes
Polk
Sherman
Wallowa
Coos

In addition, I indicated 2.6 million dollars of committed FAS-C projects cannot make it to construction in the 1980 Federal Fiscal year. Based on this I further recommended committing the seven (7) remaining FAS-C applications to construction. Most of these seven (7) are in various stages of preliminary engineering. Advancing the seven (7) projects to construction will result in a 1980 over commitment of 1.7 million dollars. It will possibly result in some low priority counties being committed to construction in advance of some potentially higher ranking applications later in the year. These future applications, however, can still be authorized for preliminary engineering. The necessary lead time for their development should preclude delaying their construction.

These seven (7) counties recommend for construction commitment, beyond the master FAS-C Agreement, are:

Lane
Benton
Umatilla
Jackson
Marion
Union ✓
Lake

Please note that potentially the Douglas, Coos, Union and Lake County projects may be bid in 1979. This will result in nearly full obligation of the 1979 FAS-C funds at the end of the Federal Fiscal year. If any of the other FAS-C projects scheduled for bidding in the next few months overrun their current estimate, we may need to postpone one of these projects from say September to October of this year. Likely, this will not happen, but in all fairness it needs to be pointed out.

Both of your committees approved this concept, of going beyond this master FAS-C Agreement and committing the 7 preliminary engineering projects to construction. It is appropriate to state this in the record by your signing and returning a copy of this letter. We will withhold the Lake County project until your Board of Directors authorizes an advancement of funds greater than 5 years.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf

APPROVED BY

William Penhollow, Executive Assistant
Association of Oregon Counties

Date [illegible]

Union Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850

April 18, 1979

FROM: Bob Aldrich Bob Ald
Region Engineering Specialist

TO: Frank Terpin
Location

SUBJECT: Willow Creek (Glenn Road) Bridge
Glenn Road
Union County

"Location Data"

SALEM

Enclosed find the following data:

1 - copy - Vicinity and Detail map and related drawings (4 sheets).
Copies have been distributed to the following:
Region Utility Engineer - (no action required)
Foundation Engineer - Jack Davis
Harold Brainerd - R/W supervisor - Bend
Union County Roadmaster

Bridge

1 - copy - Location Narrative Report
Copies have been distributed to the following:
Region Utility Engineer
Union County Roadmaster
Foundation Engineer - Jack Davis
Harold Brainerd - R/W supervisor - Bend

Hydraulics-1 - roll - Willow Creek stream profile and x-sections

Hydraulics-1 - roll - Willow Creek channel change x-sections

1 - roll - "L" line profile and plotted x-sections

Hydraulics-1 - copy - Checklist of Hydrologic & Hydraulic Data

1 - copy - Locating Engineer's Statement

1 - copy - Title VI Report

1 - copy - Cost Estimate & Quantity Summary

1 - copy - Earthwork calculation sheets

1 - copy - County's certification of R/W & utilities. (Original all ready in Harold Brainerd's office.)

To final design [illegible]

[illegible]

This project is funded PE only at [illegible]

To City-County 4-23-79

RECEIVED
APR 23 1979
LOCATION SECTION

[illegible] Schwarz
267-1161
ext. 226

LOCATION NARRATIVE REPORT

Section: Willow Creek (Glenn Road) Bridge
Oregon Project RS-B611(-)
Glenn Road
Union County

Work to be done: Reconstruction of county bridge on a new alignment. Structure and grading work.

The proposed project is the reconstruction of an existing bridge and includes the grading and realigning of 0.24 miles of a County Road known as Glenn Road. This project is located approximately 1.5 miles west of Summerville in T 1 S R 38 E in Sections 11 and 14. The realignment improves the existing road alignment, requires a channel change, and provides for the necessary detour route during construction.

Existing Structure: The existing structure is a badly deteriorated 33' log span bridge supported on earth filled log crib abutments. The structure is presently posted with a 5 ton load limit with the help of a center falsebent placed by the County.

Existing Foundation: Apparently the existing structure is supported only on a log crib abutment filled with earth - this appears to have been satisfactory for some 30 years.

Proposed Structure Foundation: Two test holes were drilled along the centerline of the proposed alignment and on either side of the existing channel. The drill logs indicate a considerable amount of silts and clays down to one hundred feet below original ground. For estimating purposes we've assumed the use of prestressed conc-piling, although steel piling may be the final choice.

Proposed Structure: We're proposing a prestressed slab span, approximately 50' long with a 28' roadway. The new structure will be raised approximately one foot above the existing bridge - due to apparent high water flowing over the old structure in the past. Assuming the use of piling and in conjunction with the necessary channel change excavation - we are proposing to carry the channel through the structure and riprap the channel slopes to protect the pile bents and roadway embankment, etc.

Structure Waterway: The existing structure opening has been inadequate. In 1964 the flood water was one foot above the existing bridge. Raising the new structure one foot and increasing the span length to 50' should provide an adequate waterway.

Horizontal Alignment: In a cooperative effort with the land owner the County is proposing to re-align the road and place the structure approximately 100' downstream from the old structure. This alignment will improve an existing dog leg in the county road but will not eliminate it entirely. The traveling publics safety will be improved.

Vertical Alignment:	A flat finish grade of 2716.5 is proposed for the new structure with the roadway substantially following the same grade with a minor vertical curve on the west end.
Channel Work:	Realigning the roadway approximately 100' downstream from the existing structure and using a 50' span will require a channel change of approximately 350'. This has been agreed to by the County, the property owner and the local representative of the Oregon Department of Fish and Wildlife (fish biologist Duane West). We propose that the excavated material from the channel change be used to fill the existing channel and the pay item be included in the embankment in place item.
Structure Skew:	The proposed structure skew angle is 18 degrees 20 minutes as measured from a line normal to the structure centerline to the proposed channel alignment.
Scour:	There is no indication that scour has been a problem in the past - the old structure has been founded on the earth filled log crib abutments for some 30 years.
Erosion:	Erosion is a problem. The existing stream banks are standing nearly vertical. We have proposed riprapping the slope under the structure and may have to extend the riprap along the channel change - possibly only a class 50 would be required.
Drift:	Drift does not appear to have been a problem. We anticipate no problems in the future.
Icefloes:	Icefloes have never been a problem in the past and with no proposed restrictions in the channel - it should not be a problem in the future.
Riprap:	We recommend a class 100 riprap under the structure on the channel side slopes. A two foot blanket with the necessary filter blanket should be adequate. If the recommendation is made to riprap the entire channel change - a one foot blanket of class 50 should be adequate. A possible source for riprap belongs to the County and is shown south of the project on Hunter Lane.
Material Sources:	The County has a prospective pit for the embankment and gridrolled base. This source is on the Imbler - Summerville County Road at mile point 5.1. We have included a sketch of the source and a typical section for development. There is a possible riprap source along Hunter Lane. Both sources are shown on our general map of the area.
Drainage Area:	Refer to the following quadrangle sheets - Summerville, Oregon and Sanderson Spring, Oregon.
Structure Upstream:	There is no structure upstream that relates well to this project. Willow Cr. is fed by several smaller streams.
Structure Downstream:	The first structure downstream is approximately 2 miles from this project. It is on the Imbler - Summerville Highway. Photos and x-sections of the opening are being submitted.

Guardrail: Guardrail will be required on all four corners of the new structure. We propose only 25' of Type 3 rail modified with type "C" endpieces. We'd recommend omitting terminal anchors because all the guardrail proposed would be Type 3.

Game Commission: The Oregon Department of Fish and Wildlife (Duane West Fish Biologist), asked that construction be restricted to the period between August 1st and January 1st due to the spring steelhead run. He also asked that excavation & embankment material entering the free flowing stream be held to a minimum, and fresh concrete or other contaminating not be allowed to enter the stream. With good construction practices the contractor should be able to excavate a substantial part of the new channel before releasing the stream through it and fill the old channel after diverting the water.

Permits: When this project was originally proposed by the County - the county was going to acquire the necessary permits, etc. and complete the channel change. Due to an increased work load the County now asks that the channel work be included as part of the contract. If problems should develop with acquiring the necessary permits - we should advise the County of a possible delay in the contract letting and allow them to reconsider completing the channel work.

Minorities: No minorities were identified within the limits of the project.

etour: No detour construction will be necessary. The old roadway alignment and existing structure can be used by the traveling public until the new alignment is completed.

ight - f - Way: The County and the property owner are in agreement with the trading of the existing R/W through this area for the new R/W on the proposed alignment. The existing structure will remain to be used by the property owner. He has been advised that the bridge is badly deteriorated and he is prepared to rebuild it as necessary for his personal use. A "Permit of Entry" has been signed (3/27/79) and the original copy forwarded to the R/W supervisor in Bend.

Utilities: California-Pacific Utilities Company maintains a power line along the south side of the proposed alignment. This line is on private property and it is clear of all construction. We found no easement for this power line. They apparently have an easement by prescription.

General Telephone Co. has a buried cable on the north side of the existing R/W. This cable is aerial at the existing structure. The cable could be disturbed during construction on both ends of the project and may need to be adjusted. The cable was located in the field by the telephone crew and they are uncertain of the actual depth. Darrel Murphy has been advised of the probable conflict.

Both utilities have been contacted thru the field office in La Grande and advised of the proposed project.

Structure Utility Contacts: General Telephone Co. indicated there is a very remote chance that they would relocate their buried cable along the north side of the proposed new alignment. This would probably come about only if they had problems with the land owner. This is a very remote possibility and I'd recommend that we not expend monies we cannot justify at this time. A hanger bracket could be adapted to the bolt-on metal rail posts at a later date by the utility if it becomes necessary.

Irrigation Facilities: There are no irrigation facilities within this project.

Contract Letting: The contract letting should be timed to coincide with the construction restrictions placed on the work by the Department of Fish and Wildlife. This is a grading project with no pavement. With an August or September letting we should be able to complete the project before winter.

Calendar Workdays: I'd recommend calendar workdays instead of calendar days due to the grading work required. I'd expect the contractor to be able to substantially complete the project in 100 days or less.

Cost Estimate: Substantially all the costs have been derived from the Region 5 cost analysis report or current projects within the immediate area.. We should expect to add about 10% per year for inflation.

Ditch Excav: Minor 5-10 yd amount that can be completed with blade - recommend it be included in item - Finish Roadbed & Slopes.

Joseph A. Schlieski
Resident Engineer

POSSIBLE SOURCES OF INFORMATION

Alvin Campbell	Union County Roadmaster Rte. 1 Box 1676 La Grande, Oregon 97850	Phone: 963-4196
Duane West	Ore. State Game Commission Fish Biologist La Grande	Phone: 963-2138
Darrel D. Murphy	General Telephone I & R Foreman La Grande	Phone: 963-6622
Glenn McKenzie	Land owner Rte. 1 Box 9 Summerville, Oregon	Phone: 534-2854

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Willow Creek(Glenn Rd.) Bridge UNIT OR PART ______ sheet 1 of 2

HIGHWAY Glenn Road FAS B611 PREFIX 531-1940-901 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	L. S.	100%	11,300.00	$11,300.00
2	111	Temporary Signs	Sq. Ft.	100	5.00	500.00
3	111	Temporary Rail	Lin. Ft.	250	8.00	2,000.00
4	200	Clearing & Grubbing	L. S.	100%	500.00	500.00
5	202	Removal of Structures & Obstructions	L. S.	100%	500.00	500.00
6	203	Embankment in Place	Cu. Yd.	6,700	5.50	36,850.00
7	203	Construct Road Approch	Ea.	5	100.00	500.00
8	203	Toe Trench Excavation	Cu. Yd.	300.00	8.00	2,400.00
9	222	Finish Road Bed Slopes	L. S.	100%	3,000.00	3,000.00
10	251	Structural Excavation	Cu. Yd.	7.00	15.00	105.00
11	300	Grid Rolled Base	Cu. Yd.	1,800	8.00	14,400.00
12	503	Furnish 16" x 40' Concrete Pile	Lin. Ft.	400	20.00	8,000.00
13	503	Drive Pile	Lin. Ft.	400	4.30	1,720.00
14	504	Concrete Class 3300	L.S.	100%	2,800.00	2,800.00
15	504A	Prestressed Concrete Slabs 50' - 55'	Ea.	7	3,500.00	24,500.00
16	505	Reinforcement	L. S.	100%	400.00	400.00
17	513	Bridge Rail with Channel	Lin. Ft.	87.5	50.00	4,375.00

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Willow Creek (Glenn Rd.) Bridge UNIT OR PART ____ sheet 2 of 2

HIGHWAY Glenn Road FAS B611 PREFIX 531-1940-901 COUNTY Union

ITEM NO	SPEC. NO	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
18	603	12" Concrete Pipe in Place	Lin. Ft.	120	20.00	$ 2.400.00
19	606	Guard Rail, Type 3	Lin. Ft.	100	15.00	1,500.00
20	607	End Pieces, Type "C"	Ea.	4	100.00	400.00
21	607	Gate, 16' Steel	Ea.	1	105.00	105.00
22	607	Fence, Type 1	Lin. Ft.	1900	2.00	3,800.00
23	620	Riprap, Class 100	Cu. Yd.	240	8.00	1,920.00
24	620	Filter Blanket	Cu. Yd.	54	7.50	405.00
		Total Bid Items				$124,380.00
		Engineering & Contingencies 20%				24,876.00
						$149.256.00

Willow Creek (Glenn Road) Bridge
Union County
Hwy FAS B611

Quantity & Cost Justification

Item No.	Item	Item Descripion
1.	Mobilization:	10% of total estimated cost of project. $11,300.00
2.	Temporary Signs:	2 ea Road Construction 1500' 18 Sq. Ft. 2 ea Trucks 13 2 ea Men Working 13 2 ea End Construction 20 2 ea Road Closed 20 2 ea Arrows 16 100 Sq. Ft. Est. 100 Sq. Ft. @ $5.00/Sq. Ft. from cost analysis sheet = $500.00
3.	Temporary Rail:	Est. 250 Lin. Ft. @ $ 8.00/Lin. Ft. From cost analysis sheet = $2,000.00
4.	Clearing & Grubbing:	Lump Sum $500.00 Clearing and grubbing is needed in the area of the new structure. There is about 50 Sq. Ft. of small trees and brush that need removing.
5.	Removal of Structures & Obstructions:	Lump Sum $500.00 To cover any unforseen items.
6.	Embankment in Place:	Est. 6,700 Cu. Yd. @ $5.50/Cu. Yd. from cost analysis sheet = $36,850.00 Includes Roadbed, Channel change and filling old river channel.
7.	Construct Road Approchs:	5 ea. @ $100.00/ea. = $500.00 Cost from late projects in this area.
8.	Toe Trench Excation:	Est. 300 Cu Yd. @ $8.00/Cu. Yd. = $2,400.00 Cost from late projects in this area.
9.	Finish Roadbed Slopes:	Lump Sum $3,000.00 Cost from cost analysis sheet.
10.	Structural Excavation:	Est. 7 Cu. Yd. @ $15.00/Cu. Yd. = $105.00 Cost from late projects in this area and from cost analysis sheets.
11.	Grid Rolled Base:	Est. 1,800 Cu. Yd. @ $8.00/Cu.Yd. = $14,400.00 Cost from cost analysis sheets.

Quantity & Cost Justification

Item No.	Item	Item Description
12.	Furnish 16" x 40' Concrete Pile:	Est. 400 Lin. Ft. @ $20.00/Lin Ft. = $8,000.00 Cost from cost analysis sheets.
13.	Drive Pile:	Est. 400 Lin. Ft. @ $4.30/Lin. Ft. = $1,720.00 Cost form cost analysis sheets.
14.	Concrete, Class 3300:	Est. 14 Cu. Yd. @ $200.00/Cu Yd. = $2,800.00 From cost analysis sheets and late projects in this area.
15.	Prestresses Slabs 50' - 55':	Est. 7 ea. @ $3,500.00/ea. = $24,500.00 Cost from cost analysis sheets.
16.	Reinforcement:	Est. 1062 Lbs. @ $0.377/Lb. = $400.00 Cost from cost analysis sheets.
17.	Bridge Rail / Channel:	Est. 87.5 Lin Ft. @ $50.00/Lin Ft. = $4,375.00 Cost from prievious projects in this area.
18.	12' Concrete Pipe in Place:	Est. 120 Lin Ft. @ $20.00/ Lin. Ft. = $2,400.00 Cost from cost analysis sheets.
19.	Guard Rail, Type 3 :	Est. 100 Lin. Ft. @ $15.00/Lin. Ft. = $1,500.00 Cost from cost analysis sheet.
20.	End Pieces, Type "C":	Est. 4 ea. @ $100.00/ea. = $400.00 Cost from cost analysis sheets and from late project in this area.
21.	Gate, 16' steel:	Est. 1 ea. @ $105.00/ea. = $105.00 Cost from local supiler, brand name Vally, 16' - 2" tubler steel.
22.	Fence, Type 1:	Est. 1,900 Lin. Ft. @ $2.00/Lin. Ft. = $3,800.00 Cost from cost analysis sheet.
23.	Riprap, class 100:	Est. 240Cu. Yd. @ $8.00/Cu. Yd. = $1,900.00 Cost from late projects in this area.
24.	Filter Blanket:	Est. 54 Cu. Yd. @ $7.50/Cu. Yd. = $405.00 Cost from late projects in this area.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

April 5, 1979

FILE:

FROM: Roger C Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Willow Cr. (Glenn Rd.) Bridge Sec.
FAS B 611
Union County

TO: Gerald Wimer, Manager
Local Government Section

SALEM

Enclosed is a copy of a statement received from the Honorable Earle C. Misener, County Judge, concerning the Willow Cr. (Glenn Rd.) Bridge Project.

This statement satisfies requirements of the Oregon Action Plan and eliminates the need of a public hearing for the project.

Under the terms of Misc. Contracts and Agreements No. 6697, funds are provided only for preliminary engineering. Please note Judge Misener is requesting that funds now be advanced under the guidelines established in the FAS-C Working Agreement and the AOC Priority ranking system.

Please advise me as soon as possible if obligation funds are available for this project.

RCL:vt
Enc.
cc: The Hon. Earle C. Misener
Bill Penhollow
F. E. Terpin
Gary Potter
John Preston
J. A. Schlieski

N M

Reynoldson

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, COUNTY JUDGE

HAROLD SCHWEBKE, COMMISSIONER
JOE GARLITZ, COMMISSIONER

☐ RE ☐ RCE ☐ RME ☐ RCE
☒ RFA APR 4 1979 ☐
RECEIVED
REGION 5 OFFICE

Roger C. Lang
Oregon State Highway Division
P.O.Box 850
La Grande, Ore. 97850

RE: Willow Creek (Glenn Road) Bridge Section
FAS B 611

Dear Roger:

Concerning the matter of a public hearing for the subject project, Union County stipulates the following:

1. The environmental assessment has been reviewed by the County.
2. The County agrees with the Class III, Non-Major classification.
3. Since the environmental assessment adequately describes the project and its impact on the area, there is not need for a study report.
4. The County has explained the project to the property owners; no one objected to the project or the required right of way; and no one requested a public hearing.
5. The County has considered the social, economic, environmental effects and engineering aspects of the project and does request location and design approval from the State.
6. The County requests advancement of construction funds in the amount shown on Federal Aid Project Request dated May 1, 1978.

Sincerely,

Earle C. Misener

ECM/jp

Cy Gerald Weimer
C F.E. Terpin
Gary Potter

Region
Creston
Schlicki

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

11-2-79

531

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS-B611(-)
Project Name Willow Creek Bridge - Glenn County Road
FAS-C-B611

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at LaGrande, Oregon, this 28 day of March, 1979

County of Union

County Judge/Chairman

Certified By:

Regional Right-of-Way Supervisor
Date April 3, 1979

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. ________

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-24-78	CC 1905		531-1940

BILL TO: Code:

Union County Court
Courthouse
LaGrande, Oregon 97850
Attn: Hon. Earle C. Misener, County Judge

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the Willow Creek (Glen Road) Br. FAS B611 - RS-B611(1) AD 512			

Advance Deposit Amount	$ 890.00
Advance Deposit Previously Transferred to Highway Fund	$ -
Balance	$ 890.00
Transfer to Highway Fund	$ 200.00
Refund Due	$

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

PROJECT MANAGEMENT OFFICE MEMO

Date 10-2-78

Subject Program State FAS Funds for Fre. Co. Br. Design File No. ________

Received (call) (~~visit~~) from Bob Ellison

Address ________

Made (call) (visit) to ________ Phone ________

Reason for contact and general discussion:

Referred to Fengers 9-22-78 letter. Asks if we can program State FAS funds for these free designs. Promised to check & advise. I think we can for FAS-C projects but not FAS (unless in 7-yr) or SS. Involves $7500 for Fengers two projects (Willow Cr = 3000 & Williams R = $4,500). A potential law revision could change all this. Ellison thinks little chance.

Signature ________

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Larry

September 26, 1978

☐ RE ☐ RCE ☐ RME ☐ RCE
cy ☑ RFA SEP 28 1978 ☐
RECEIVED
REGION 5 OFFICE

cy Schlieski

Union County Court
Courthouse
LaGrande, Oregon 97850

Attn: Mr. Alvin Campbell
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the PE for the Willow Creek (Glen Road) Bridge Section FAS B611.

Financial sharing of the preliminary engineering is:

Total P.E.	* $12,500.00
Federal Funds	10,720.00
Balance	$ 1,780.00
Local Share:	
½ of $1,780.00 = $890.00	

Please make your check in the amount of $890.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for G. W. Wimer
Local Government Manager

HR:dmc
bc w/AD#512: Vern Skoog-Please return completed AD#512 when check is received.
Region 5 Federal Aid Engineer Roger Lang

RECEIVED
OCT 4 1978
BRIDGE SECTION

Gerald Wimer

* This includes $3,000 Bridge Design monies By the FAS-C Agreement the State is to provide at no cost.

I believe we are wrong in asking for deposit money on something we are to furnish. Please refer to my letter of 9/22/78.

Roger

NOTED
W.J. HART

Hart
Terpin

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 22, 1978

R. C. Lang

FROM: R. C. Lang
Region Federal Aid Specialist

SUBJECT: Authority for Survey

TO: Gerald Wimer
Local Government Section Manager

SALEM

Enclosed are copies of Authority for Survey we recently received concerning the Willow Cr. (Glenn Rd.) Br. Sec., FAS B611, Union County and Malheur River (Airport Rd.) Br. Sec., FAS B495, Malheur County which shows structural design monies as a part of the total estimated cost of survey. Under the terms of ORS 369.210 and the Working Agreement for FAS projects, bridge design is to be furnished at no cost to the counties.

I am concerned about showing these costs on the Authority for Survey as someone may inadvertantly pass these costs on to the County. This has happened in the past and it was mere chance I caught the error. I wish to point out the advance deposit error on Malheur River (Airport Rd.) requested in your letter of August 22, 1978. The Authority shows $12,500 as total cost, removing $4,500 Structural Design leaves $8,000 which should result in $560 advance deposit. Your letter shows $10,000 as total P.E. with local share being $712, resulting in an advance deposit of $152 more than actually needed.

[illegible] describe [illegible]

I know this is a minor amount and everything should balance out when the project is finaled out. The big problem is that I did not receive an itemized copy of the final costs for a project and I have no idea if structural design has been removed from participating costs unless I specifically ask the question.

In my opinion, it would be better to show structural design as a non-participating cost on the Authority or eliminate it from the Authority and have the Bridge Section carry this on their own Authority. This should wave a flag to Accounting eliminating chance for error.

I am not trying to make any big waves but I am concerned about us including bridge design costs when we should not.

RCL/vmt
Enc.
cc: Walt Hart
F. E. Terpin

W

[illegible]
[illegible] Clear - Please

9094 U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-B611(1)

STATE PROJECT NO. See below

COUNTY NAME Union

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO

ITEM NO. 80384

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-12-78

FEDERAL ROUTE NUMBER Secondary B611

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:

Willow Creek (Glen Rd.) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeology salvage and utility preparatory work
☐ OTHER (Specify)
TEC NTE $12,500
F.F. 10,720

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-21-78 letter.

DATE 9-12-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1094

September 5, 1978

Union County
Courthouse
La Grande, OR 97850

Attention: Shirley L. Bolin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6697

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a preliminary engineering project to develop plans for future construction of the Willow Creek Bridge Section of Glenn Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

August 22, 1978

☐ RE ☐ RCE ☐ RME ☐ RCE
☒ RFA AUG 25 1978 ☐
RECEIVED
REGION 5 OFFICE

Malheur County Court
Courthouse
Vale, OR 97918

Attn: Honorable Roy Hiari
County Judge

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Malheur River (Airport Rd.) Bridge Section, FAS B495.

Financial sharing of the preliminary engineering is:

Total P.E.	$10,000
Federal Funds	8,570
Balance	$ 1,430
Local Share:	
is ½ of $1,430 =	$ 715

As Per Authority
12,500
- 4,500
8,000
@7% $560

Please make your check in the amount of $715.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for G. W. Wimer
Local Government Manager

HR:lml

bc w/AD #489: Vern Skoog - Please return completed AD #489
when check is received.
Region 5 Federal Aid Engineer Roger Lang

Cy Region
PF Burnett
8-25-78

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 21, 1978

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	D. E. Swan Federal Aid Manager
SUBJECT	Project Data Submission Item No. 80384 Project No. RS-B611(1) Willow Creek (Glen Rd.) Bridge Section Union County

Attached is data for the subject project:

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological salvage and utility preparatory work as programmed at an estimated total cost of $12,500 with an obligation of $10,720 in federal funds.

State Clearinghouse A-95 review letter of approval has been previously forwarded.

CL:dmc
Attachment
cc: W. E. Schwartz (Region 5)
    H. Reynoldson

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-51)

DATE SUBMITTED TO W.O.

August 21, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	(19) (20)	Co. Rd., Approx. 3 mi. NW of Imbler 21 65		DHV 35 240	430 (66)	98 (70)	10 (71) (72)	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NAT'L. FOREST	FH ROUTE NO.	SUPV. AGCY	FA CLASSIF.	DA AREA	EMERG. YR.	PL. ALT. TYPE	PROJECT NUMBER: PREFIX & LETTERS	PROJECT NUMBER: NUMBER
3	Preliminary Engineering 28 62	(63)	(65) (63)	(69)	(69) (70)	(71) (72)	(73) (74)	(75)	RS-	3611

CARD		
	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Union
	NAME OF URBAN AREA: -- 17-31	ROUTE NO.: FEDERAL-AID 3611 · STATE Co. Rd. · U. --

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	15	41	42	43 46	53		(54) (58)	(59)	(66) (67)		
5					PE			0.2	12,500	10,720	890	890 (Co
5					ROW							
5					CONST (CODE)		"Willow Creek (Glen Rd.) Bridge Section"					

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL	PROJECT TOTALS	0.2	12,500	10,720	890	890 (Co.)
1	14	PROGRAM APPROVAL DATES			(16)	(23) (24)	(31)	

Budget Bureau No. 41-R2

FORM PR-1
(REV. 4-61)

August 21, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE		
., Approx. 3 mi. NW of Imbler 65		DHV 35 240	430 (66)	98 (70) (71)	10 (72)	Oregon	41	075	00

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. ALT. YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
eering 62	(63) (65)	(65) (68)	(69)	(70)	(71)	(72) (73)	(74) (75) 14		RS- B611 (1) 23 7	

Rural Secondary

--

COUNTY NAME: Union

ROUTE NO. S: FEDERAL-AID B611 (32); STATE Co. Rd. (36) (37); U.S. --

ESTIMATED PROJECT COST BY PHASES

YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.2	12,500	10,720	890	890 (Co.)	
ST		"Willow Creek (Glen Rd.) Bridge Section"						ROW-CO normal; Access Control-none; Parking Restrictions- None
	CL	PROJECT TOTALS	0.2	12,500	10,720	890	890 (Co.)	
L DATES				(16) (23)	(24) (33)	REMARKS		

over

WILLOW CREEK (ALLEN ROAD) BRIDGE SECTION
PROJECT NO. RS-5611(1)

Existing Facility:
Roadway - 28 foot gravel surface.
Structure - 33 foot wooden bridge with a horizontal clearance of 20 feet.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of preliminary engineering all phases including archeological salvage and utility preparatory work as required for the future construction on revised alignment, of a prestressed concrete slab span bridge approximately 50 feet in length with a horizontal clearance of 28 feet and necessary approach roadway.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:
State Clearinghouse - A-95 review approval letter dated August 8, 1978.
District 13 Clearinghouse - Notice of Intent was submitted to the District Clearinghouse on July 5, 1978 and as the notice of intent has lain before the Clearinghouse more than 30 days without action it is assumed that no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on June 19, 1978.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan procedures and federal statutes.

Data for PR-37:		
	Preliminary Engineering	$12,000
	Y071 Archeological Salvage	500
	Total	$12,500

NOTE: This project is in Congressional District No. 2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT- Hwy Division

PROJECT TITLE: Willow Creek Glenn Road Bridge Union County

PNRS #: 7807 2 100

DATE : August 11, 1978

The State Clearinghouse has received additional comments from Fish & Wildlife subsequent to our conclusion letter of August 8, 1978, please see copy(ies) attached for your attention.

RECEIVED
STATE HWY ENGR
AUG 2 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Additional Clearinghouse comments:

cc: G. L. Green Region 5 Engineer
H. S. Coulter District 13 Engineer
F. E. Terpin Aeronautics Division
J. B. Boyd B. L. Gifford
J. H. Versteeg Gary Potter
W. J. Hart

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD

7-5-78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] 100 Due Date: AUG 24 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 8/9/78

PNRS 7807-2-100

The Oregon Department of Fish and Wildlife has no objection to the Willow Creek (Glenn Road) bridge project. However, the proposed channel change will cause stream impacts. We request that this aspect of the project be coordinated with our District Fishery Biologist, Duane West. His office phone number is La Grande, 963-2138.

This project will require a fill and removal permit from the Division of State Lands. Our specific comments on the project will be made when we review that application and examine the project plans.

14

L.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Dept of Transportation Hwy Div

PROJECT TITLE: Willow Creek Glenn Road Bridge Union County

DATE: August 8, 1978

RECEIVED
STATE HWY ENGR
AUG 10 '78
REFER TO
FOR
Sign Act File

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

8-9-78 Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
W. E. Schwartz
Clayton Ansell
Aernautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

7-5-78
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 7 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7807 2 100 Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

STATE PARKS
1978

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 [illegible] 100 Due Date: AUG 04 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway environmental section should coordinate the protection of cultural resources with this office.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: David G Talbot

STATE OF OREGON 1859
ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 20, 1978

The Hon. Earle C. Misener
Union County Court
Courthouse
La Grande, Oregon 97850

Re: Final Project Assessment, Willow Cr. (Glenn Rd.) Br. Sec.
FAS B 6 11

Dear Judge Misener:

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/vmt
Enc.
cc: Gerald Wimer ✓
J.A. Schlieski

M

Form 81-734-3122

(#2) 7614

2.

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 5, 1978

TO Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, OR 97828

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Willow Creek (Glenn Rd.) Bridge
Highway: FAS-B611, Glenn Co. Rd.
County: Union

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 5, 1978

BLG:lml

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W. E. Schwartz
District 13 J. L. Gunter
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

STA[illegible]

REFER TO

FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Willow Creek (Glenn Road) Bridge, Union County	
11	12] PROJECT LOCATION—CITY FAS-B611 Glenn Co. Rd.	PROJECT LOCATION—COUNTY Union PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] To realign section of road to eliminate "dog leg" through McKenzie farm, [71

07 12] improving safety and replace substandard bridge over Willow Creek. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
99,760	-----	8,120	8,120	-------	116,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: July 5, 1978

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:
41] MONTH [42 August — 43] DAY [44 5 — 45] YEAR [46 1978

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 5, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B611(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 6, 1978
Section Willow Creek (Glenn Road) Bridge
Unit (if appl)
County Union
City N.A.
Highway FAS-C B611, Glenn Road
State Hwy. No.
Termini: M.P.(if appl)
Length 0.2± mile
Region 5
Construction Estimate $115,500
Program Amount

B. Purpose of Project:

To realign section of road to eliminate "dog leg" through McKenzie farm, improving safety and replace substandard bridge over Willow Creek.

C. Origin & History of Project:

Project is cooperative effort by property owner and County Court in the interest of safety. This project has been considered for some time and has now achieved priority ranking.

D. General Description of Project:

Grading and bridge construction.

(Union County will place rock surface.)

Alignment: New XX Existing ____ Combined ____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____
Traffic: Existing Facility: Existing ADT 240; Projected ADT ____; Yr. ____
Existing Level of Service ____
Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 1.5 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials will be obtained from existing sources and/or from commercial suppliers.

Type of Structure(s):

Prestressed reinforced concrete slab span.

Brief Description of River or Stream and Type of Involvement, if any:

Fish and Wildlife Department identify the stream as Class 1, with a summer steelhead run. However, high temperatures during summer limits the stream as a summer fish habitat. Anticipate riprap protection of bridge ends. County and property owner want channel change (200 feet ±), which will alleviate an on-going erosion problem as well as shortening significantly the bridge length requirements. County will perform work and acquire any necessary permits.

Local City, County or COG priorities of project:

First priority of County, FAS System.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Location of route agreed upon by County and property owner. Roadway and bridge construction will conform to applicable design standards for FAS-C routes. Alternatives include:

1) "No build," with its inherent speed and visibility hazards on the "dog leg" approaches to the existing bridge. Same would be true if new bridge was constructed on existing site.
2) Eliminate "dog leg" but without the channel change. However, this would require a bridge approximately twice the length of the planned structure, and would leave the east approach to the bridge exposed to erosion.

Other Descriptive Information or Comments:

Union County will coordinate channel change with property owner and Department of Fish and Wildlife. Corps of Engineers 404 permit may be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in the northwest quadrant of the Grande Ronde Valley, about 1½ miles east of heavily timbered slopes of Mt. Emily. Elevation of the valley floor is about 2,720 feet with Mt. Emily rising to 6,064 feet to the south and west. Pine, fir and some cottonwood remain near farm houses. Some ornamental trees and various lawn shrubbery are prevalent.

Willow Creek is a free-flowing, Class 1 stream, steelhead spawning area. Headwaters of the stream lie about 5½ miles to the northwest on the mountain slopes. The stream heats up during summer months, but some native trout are in the deeper holes. Stream erosion is occuring on exposed bank areas during run-off peaks at the project site.

Deer, elk, grouse and coyote are prevalent along Mt. Emily slopes and occasionally visit the valley. Pheasant, dove and other forms of bird life abound in the valley.

Average precipitation is about 20 inches annually.

2. Cultural:

History of the Valley settlement reaches back to the 1840's when the first wagon trains came west. Prior activity existed between fur traders, mountain men and the Indian natives. The Grande Ronde Valley was a popular meeting and resting place, particularly in the southern quadrants. Settlement of the area appears to have taken place in the 1850's. Union County was established in 1864 by dividing Baker County.

The property adjacent to the project has been identified as a Century Farm, having been in the McKenzie family for over 100 years. Activities include livestock and farm operation, specializing in the production of cattle, wheat, and forage crops (hay-alfalfa). Area immediately adjacent to the proposed construction site is currently being utilized as pasture.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A small portion of grass pasture will be required for right-of-way. The property owner has agreed to donate required right-of-way to Union County.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

Minor increase in air pollution and noise levels during construction. Existing roadway to be used during construction. Safety will be improved.

3. Estimated Impact on Land Use:

The current right-of-way and bridge will be deeded to the adjacent land owner in exchange for new right-of-way acquisition. This will improve his access to and utilization of land across Willow Creek.

Consequences:

No land use changes anticipated, except possibly improved farm operations associated with increased access by land owner to parcels across Willow Creek.

4. Expected Impact on Natural Ecological Resources:

There is a potential for some adverse impacts on Willow Creek during the period of construction tied primarily to the channelization portion of the project. Streambed construction activities will be coordinated with the Oregon Department of Fish and Wildlife. No wetland impacts are anticipated outside the already alluded to streambed construction.

Consequences:

Possible temporary impacts on water quality (i.e. turbidity). Fish impacts minimal since construction activities will be scheduled from June to October so as not to interfere with fish passage or propagation.

5. Expected Impact on Cultural and Scenic Resources:

An archeological survey may be necessary since the area is noted for Indian artifacts. Some loss of land from the Century Farm may be considered a very slight impact.

Consequences:

Not determined

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N.A.

b. Noise Standards
Residence located adjacent to acquired right-of-way. Noise level will not increase to the adjacent receptors, except during construction. Noise study will be required.

c. Water Quality Standards
Construction will be coordinated with the Oregon Department of Fish and Wildlife to minimize impact on Willow Creek fish habitat. Water quality should be affected only during construction.

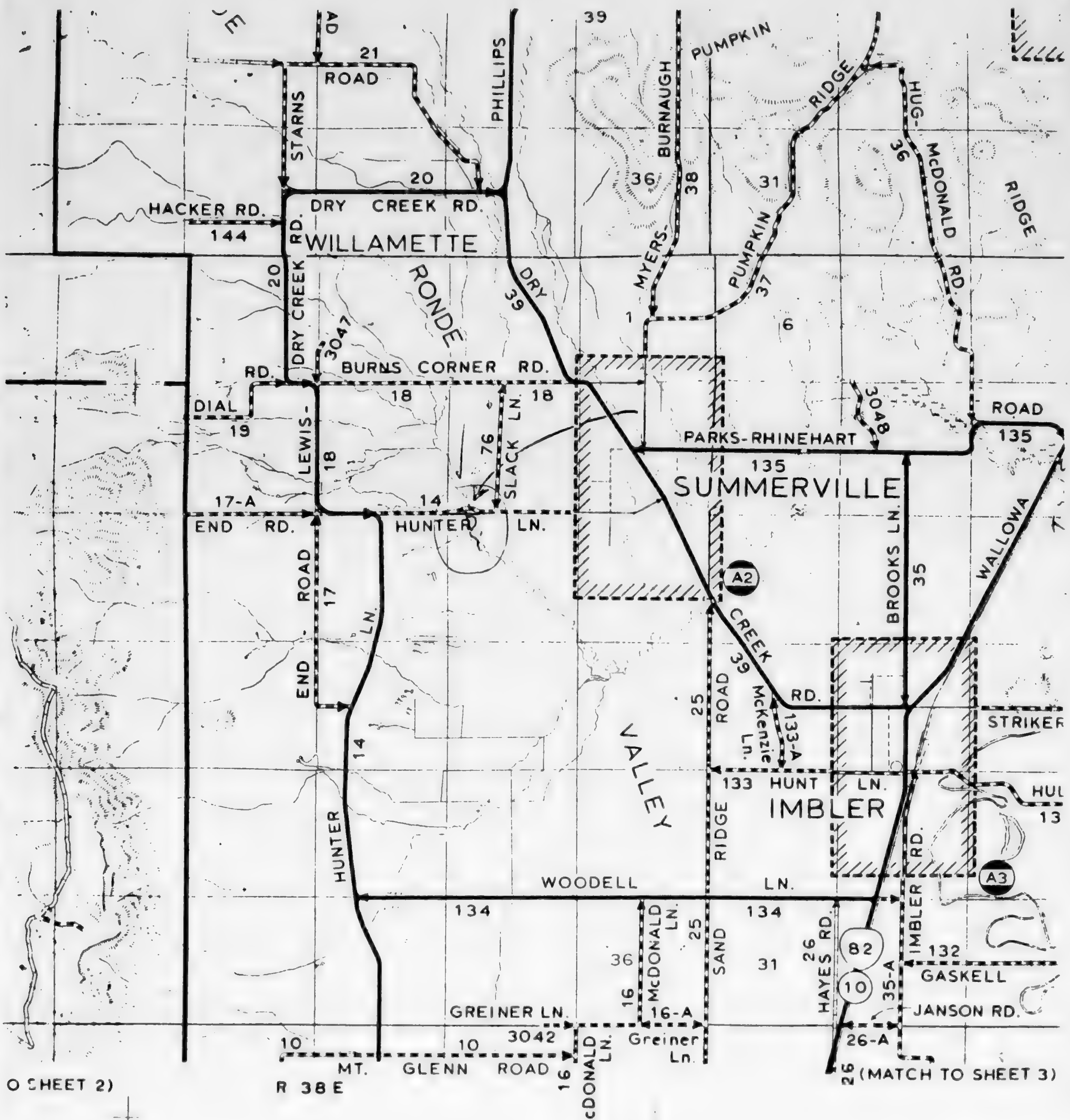
d. Area Land Use and Transportation Plans, and Zoning
Consistent with land use and transportation plans. No conflict with zoning laws.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----	-----------MAJOR ACTION-----	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The project is limited in scope with a small acquisition of right-of-way. Right-of-way acquisition involves no structures. Bridge and streambed construction activities present minimal impact on fish resources or water quality. No adverse impacts on the social and economic environments are anticipated.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



39
PUMPKIN
21
ROAD
STARNS
PHILLIPS
BURNAUGH
RIDGE
HUG-
McDONALD
RD.
36
RIDGE
36
38
31
20
DRY CREEK RD.
HACKER RD.
144
WILLAMETTE
RONDE
20
DRY CREEK RD.
DRY
39
MYERS.
PUMPKIN
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1
6
3047
BURNS CORNER RD.
RD.
DIAL
19
18
18
3048
ROAD
135
PARKS-RHINEHART
135
LEWIS-
18
76
SLACK LN.
SUMMERVILLE
17-A
END RD.
14
HUNTER LN.
ROAD
17
END
LN.
A2
CREEK
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BROOKS LN.
35
WALLOWA
RD.
STRIKER
25
ROAD
McKenzie Ln.
133-A
VALLEY
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HUNTER
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HUNT LN.
IMBLER
HUL
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RIDGE
SAND
RD.
A3
WOODELL LN.
134
134
McDONALD LN.
25
36
31
26
HAYES RD.
82
10
IMBLER
35-A
132
GASKELL
16
GREINER LN.
16-A
JANSON RD.
3042
Greiner Ln.
10
10
MT. GLENN ROAD
16
McDONALD LN.
26-A
26
(MATCH TO SHEET 3)
O SHEET 2)
R 38 E

9574

PROJECT MANAGEMENT OFFICE MEMO

Union County
FAS B 611

Date 7-7-78

Subject Willow Cr (Glenn Cr Rd) Bridge "Notice of Intent" File No.

Received (call) (~~visit~~) from Roger Lang

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

Transportation Commission approved PE only but "Notice of Intent" includes construction for a #108,000 ± difference. We will be having many more PE only. He suggests a brief explanation under "Remarks". Swan says "Notice of Intent" doesn't say when. This present method saves a second "Notice" which he says would be needed if explanation was included under "Remarks"

cc Roger Lang 7/10 cmr

Signature G. Wimer

V M

File ( )	( )	(✓)	( )	( )	( )	( )	(R) R. Strange
Circulate:	PMF	LGF	OPF	FAF	CCF	OM	Other

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: June 19, 1978

In reply refer to: HFO.4-OR

SUBJECT: Oregon Project RS-B611(-)
Project Assessment
Willow Creek (Glenn Road) Bridge
Glenn Road
Union County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your June 6 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green for

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 4, Env.)

Environmental Section
June 20, 1978

cc:
- D. H. Moehring (2)
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- F. E. Terpin (3)
- George Bell
- Surfacing Design
- W. E. Schwartz
- John Preston
- C. K. Ansell-Dist. 13
- Vernal Moore
- Gerald Wimer
- B. L. Gifford
- Don Keyes-Location (8)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

RS-B611(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 6, 1978

Section Willow Creek (Glenn Road) Bridge

Unit (if appl)

County Union

City N.A.

Highway FAS-C B611, Glenn Road

State Hwy. No.

Termini: M.P.(if appl)

Length 0.2± mile

Region 5

Construction Estimate $115,500
Program Amount

B. Purpose of Project:

To realign section of road to eliminate "dog leg" through McKenzie farm, improving safety and replace substandard bridge over Willow Creek.

C. Origin & History of Project:

Project is cooperative effort by property owner and County Court in the interest of safety. This project has been considered for some time and has now achieved priority ranking.

D. General Description of Project:

Grading and bridge construction.

(Union County will place rock surface.)

Alignment: New XX Existing ____ Combined ____

Typical Section: Existing: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 2; Med. ____; Shldrs. ____; Parking ____

Traffic: Existing Facility: Existing ADT 240; Projected ADT ____; Yr. ____

Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 1.5 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Required materials will be obtained from existing sources and/or from commercial suppliers.

Type of Structure(s):

Prestressed reinforced concrete slab span.

Brief Description of River or Stream and Type of Involvement, if any:

Fish and Wildlife Department identify the stream as Class 1, with a summer steelhead run. However, high temperatures during summer limits the stream as a summer fish habitat. Anticipate riprap protection of bridge ends. County and property owner want channel change (200 feet ±), which will alleviate an on-going erosion problem as well as shortening significantly the bridge length requirements. County will perform work and acquire any necessary permits.

Local City, County or COG priorities of project:

First priority of County, FAS System.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Location of route agreed upon by County and property owner. Roadway and bridge construction will conform to applicable design standards for FAS-C routes. Alternatives include:

1) "No build," with its inherent speed and visibility hazards on the "dog leg" approaches to the existing bridge. Same would be true if new bridge was constructed on existing site.
2) Eliminate "dog leg" but without the channel change. However, this would require a bridge approximately twice the length of the planned structure, and would leave the east approach to the bridge exposed to erosion.

Other Descriptive Information or Comments:

Union County will coordinate channel change with property owner and Department of Fish and Wildlife. Corps of Engineers 404 permit may be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project lies in the northwest quadrant of the Grande Ronde Valley, about 1½ miles east of heavily timbered slopes of Mt. Emily. Elevation of the valley floor is about 2,720 feet with Mt. Emily rising to 6,064 feet to the south and west. Pine, fir and some cottonwood remain near farm houses. Some ornamental trees and various lawn shrubbery are prevalent.

Willow Creek is a free-flowing, Class 1 stream, steelhead spawning area. Headwaters of the stream lie about 5½ miles to the northwest on the mountain slopes. The stream heats up during summer months, but some native trout are in the deeper holes. Stream erosion is occuring on exposed bank areas during run-off peaks at the project site.

Deer, elk, grouse and coyote are prevalent along Mt. Emily slopes and occasionally visit the valley. Pheasant, dove and other forms of bird life abound in the valley.

Average precipitation is about 20 inches annually.

2. Cultural:

History of the Valley settlement reaches back to the 1840's when the first wagon trains came west. Prior activity existed between fur traders, mountain men and the Indian natives. The Grande Ronde Valley was a popular meeting and resting place, particularly in the southern quadrants. Settlement of the area appears to have taken place in the 1850's. Union County was established in 1864 by dividing Baker County.

The property adjacent to the project has been identified as a Century Farm, having been in the McKenzie family for over 100 years. Activities include livestock and farm operation, specializing in the production of cattle, wheat, and forage crops (hay-alfalfa). Area immediately adjacent to the proposed construction site is currently being utilized as pasture.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   A small portion of grass pasture will be required for right-of-way. The property owner has agreed to donate required right-of-way to Union County.

2. Estimated Impact on Traffic Patterns:

   None

   Consequences--Air Quality, Noise, Safety, etc.:

   Minor increase in air pollution and noise levels during construction. Existing roadway to be used during construction. Safety will be improved.

3. Estimated Impact on Land Use:

   The current right-of-way and bridge will be deeded to the adjacent land owner in exchange for new right-of-way acquisition. This will improve his access to and utilization of land across Willow Creek.

   Consequences:

   No land use changes anticipated, except possibly improved farm operations associated with increased access by land owner to parcels across Willow Creek.

4. Expected Impact on Natural Ecological Resources:

   There is a potential for some adverse impacts on Willow Creek during the period of construction tied primarily to the channelization portion of the project. Streambed construction activities will be coordinated with the Oregon Department of Fish and Wildlife. No wetland impacts are anticipated outside the already alluded to streambed construction.

   Consequences:

   Possible temporary impacts on water quality (i.e. turbidity). Fish impacts minimal since construction activities will be scheduled from June to October so as not to interfere with fish passage or propagation.

5. Expected Impact on Cultural and Scenic Resources:

   An archeological survey may be necessary since the area is noted for Indian artifacts. Some loss of land from the Century Farm may be considered a very slight impact.

   Consequences:

   Not determined

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N.A.

b. Noise Standards
Residence located adjacent to acquired right-of-way. Noise level will not increase to the adjacent receptors, except during construction. Noise study will be required.

c. Water Quality Standards
Construction will be coordinated with the Oregon Department of Fish and Wildlife to minimize impact on Willow Creek fish habitat. Water quality should be affected only during construction.

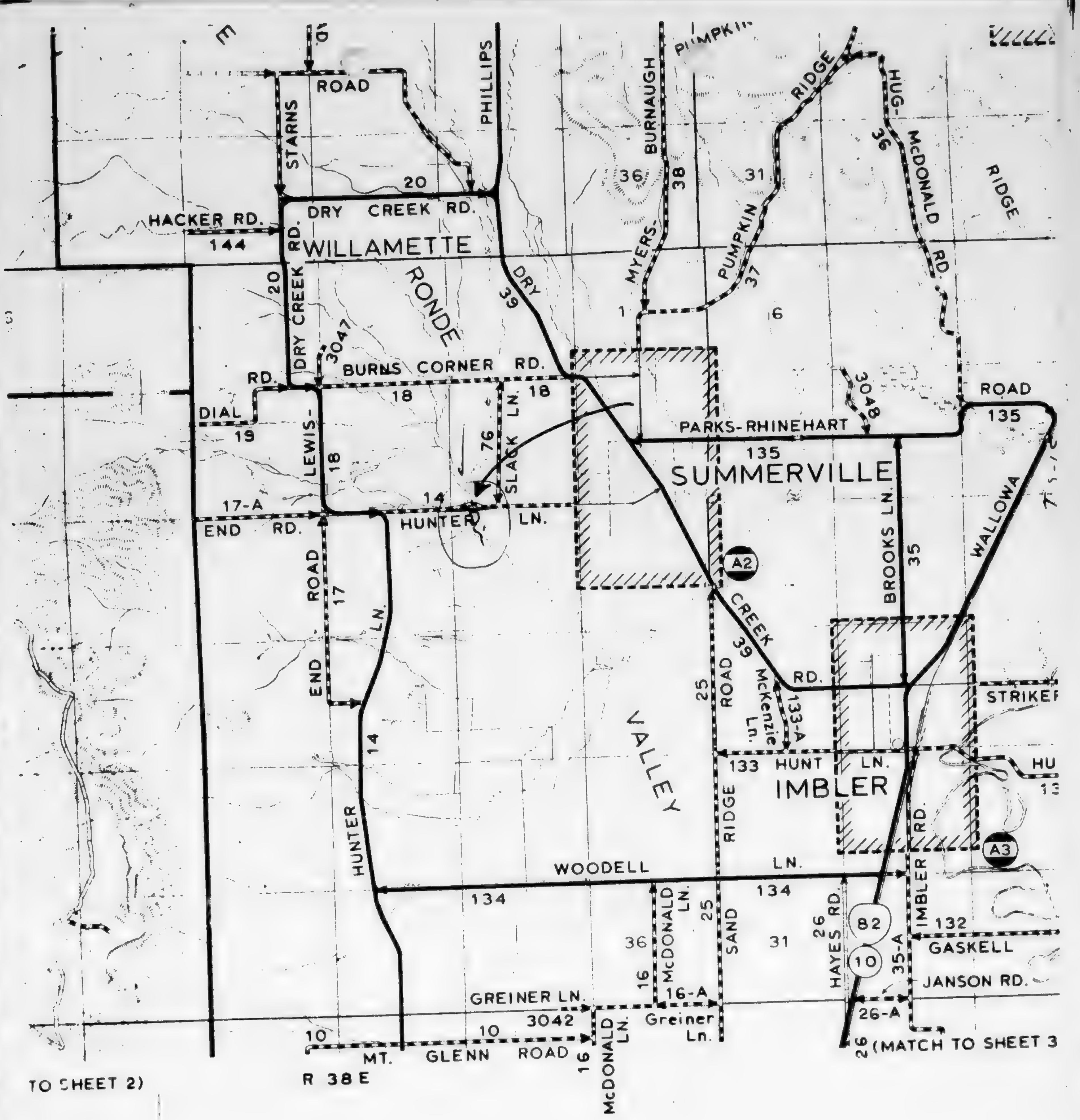
d. Area Land Use and Transportation Plans, and Zoning
Consistent with land use and transportation plans. No conflict with zoning laws.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The project is limited in scope with a small acquisition of right-of-way. Right-of-way acquisition involves no structures. Bridge and streambed construction activities present minimal impact on fish resources or water quality. No adverse impacts on the social and economic environments are anticipated.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


E
ROAD
STARNS
PHILLIPS
PUMPKIN
BURNAUGH
RIDGE
HUG-
36
McDONALD
RD.
RIDGE
20
DRY CREEK RD.
36
38
31
HACKER RD.
144
WILLAMETTE
RD.
20
DRY CREEK
RONDE
39
DRY
MYERS-
PUMPKIN
37
1
6
3047
BURNS CORNER RD.
18
18
RD.
DIAL
19
LEWIS-
18
76
SLACK LN.
3048
ROAD
135
PARKS-RHINEHART
135
SUMMERVILLE
14
17-A
END RD.
HUNTER LN.
A2
BROOKS LN.
35
WALLOWA
ROAD
17
END
LN.
CREEK
39
RD.
25
ROAD
McKenzie Ln.
133-A
STRIKEF
14
VALLEY
133
HUNT LN.
HU
13
IMBLER
HUNTER
RIDGE
RD.
A3
WOODELL LN.
134
134
McDONALD LN.
25
SAND
HAYES RD.
26
82
IMBLER
132
36
31
10
35-A
GASKELL
16
JANSON RD.
GREINER LN.
16-A
3042
Greiner Ln.
26-A
10
10
McDONALD LN.
16
MT. GLENN ROAD
26
(MATCH TO SHEET 3
TO SHEET 2)
R 38 E

1094

2.

June 8, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT FAS-C Project Requests

On the Consent Calendar for the June 20 meeting will be requests for approval of 3 FAS-C Preliminary Engineering Projects.

Curry County's request is on the S. Bank Chetco River Hwy. 101 "U" Xing Section, FAS A301. The estimated cost is $20,000.

Project requested by Deschutes County is on the BNRR (Murphy Road) "U" Xing Section, FAS B349. The estimated cost is $13,500.

Union County's request is on the Willow Creek (Glenn Rd.) Bridge Section, FAS B611. The estimated cost is $12,000.

FAS-C funds for these preliminary engineering projects are estimated to be $39,000, with State providing approximately $3,255 in matching funds, and a like amount being contributed by the Counties.

These projects have been investigated and are eligible for funding under the FAS-C Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

HR:lml

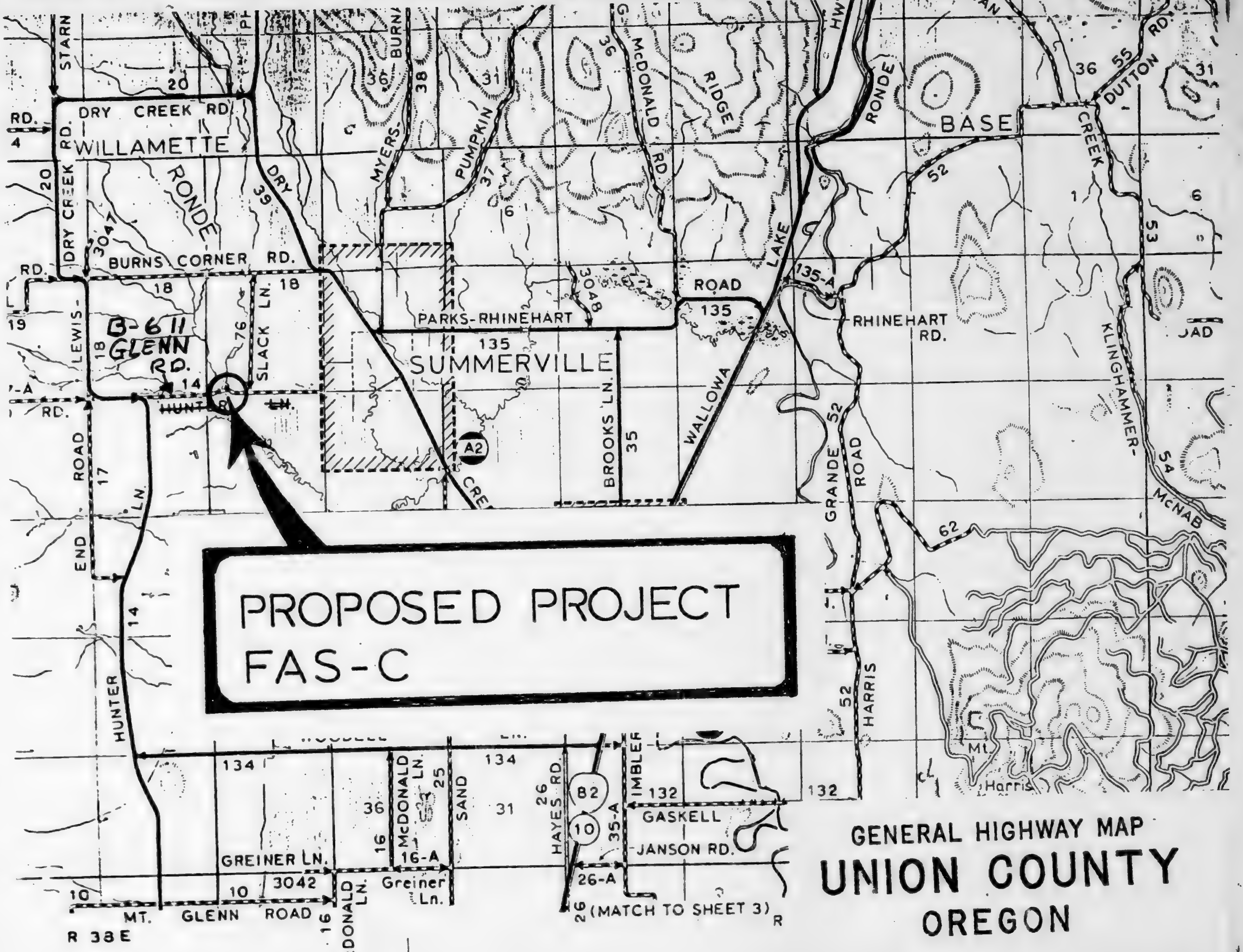
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
Dale D. Allen, Reg. 4
A. Shirley, Jr., Reg. 3
W. E. Schwartz, Reg. 5
D. H. Harwell
George Bell

UNION COUNTY
Proposed FAS-C Project

FAS B611
Willow Creek (Glenn Road) Bridge
P.E. Only
$8,000

Construct a reinforced concrete bridge approximately 50' long with a 28' roadway. The approaches and guardrails are to be included as part of the project. County will furnish and place aggregate base and surfacing, and make channel changes. Right-of-way to be acquired by County. No sidewalks or bike paths.

Engineering to be performed by State forces.



PROPOSED PROJECT
FAS-C

GENERAL HIGHWAY MAP
UNION COUNTY
OREGON

B-611
GLENN RD.
STARN
DRY CREEK RD.
WILLAMETTE
RONDE
DRY CREEK RD.
BURNS CORNER RD.
LEWIS-
END ROAD
HUNTER LN.
SLACK LN.
PARKS-RHINEHART
SUMMERVILLE
MYERS-
BURN
PUMPKIN
McDONALD RD.
RIDGE
ROAD
LAKE
WALLOWA
BROOKS LN.
A2
CRE
HW
RONDE
BASE
DUTTON RD.
CREEK
RHINEHART RD.
KLINGHAMMER-
McNAB
GRANDE ROAD
HARRIS
Mt. Harris
IMBLER
GASKELL
JANSON RD.
HAYES RD.
SAND
McDONALD LN.
GREINER LN.
Greiner Ln.
McDONALD LN.
MT. GLENN ROAD
(MATCH TO SHEET 3)
R 38E
R

STATE OF OREGC
DEPARTMENT OF TRANSPORTATION

INTEROF CE MEMO

DATE: May 17, 1978

TO: Gerald Wimer, Manager
Local Government Section

FROM: Roger Lang, Federal Aid Specialist
Highway Division, Region 5 Office

Roger Lang

SUBJECT: Proposed FAS-C Project
Willow Creek (Glenn Road) Bridge Section
Glenn Road (Hunter Lane) FAS-C B611
Union County

Enclosed is project application submitted by Union County for the above subject project.

The project has been reviewed and estimated costs appear to be realistic with the exception of preliminary engineering. The $8,000 shown may not cover the required field work and final design. However, the bridge cost of $63,000 may be more than is required. Also, field work may be simplified as Union County is proposing to accomplish the channel change with their own forces in cooperation with the property owner and a local fish biologist. An Authority for Survey is enclosed showing the anticipated field charges.

A project assessment has been prepared and is being forwarded to the Environmental Unit by copy of this letter.

The March, 1978 status report shows Union County with a priority rank of 28, -2.2 years funds. This project, if funded, will place the County at -4.2 years, which is within the -5 years allowed by the A.O.C./Highway Division Agreement.

Please take the necessary action to place the project in line for funding.

RCL/dlm
Enclosures

cc: Judge Earle Misener
Alvin Campbell
J. A. Schlieski
Gary Potter

5-23-78
Discussed early PE with [illegible]
He agrees with early PE [illegible].
Commitment - Obligation gap. Needs
discussed at OACES meeting 6-5-78

(71)

5-25-78 Discussed w/ [illegible]. He concurs [illegible].
[illegible] need to take to [illegible]

[illegible] put down list for '79 funds
draft letter to have [illegible] determine
if [illegible] & [illegible] risk

81-188-1337

Date 5-25-78 OJECT MANAGEMENT OFFICE MEMO

Subject Proposed Willow Cr. Br., FAS-C, Union Co. File No. ________

Received (call) ~~(visit)~~ from Roger Lang

Address La Grande, Reg. FA Specialist

Made (call) (visit) to ____________ Phone 963-3177

Reason for contact and general discussion: Roger called Judge Misener and he said to go ahead with a Survey (P.E.) Project now and then a construction project later when funds are available. Roger will send us a memo.

Signature

File ( ) ( ) (✓) ( ) ( ) ( ) ( ) ( )
Circulate: PME [✓ LGE] OPE FAE CCE OM [✓ ~~Other~~ Reynoldson]

Date 5/24/78 PROJECT MANAGEMENT OFFICE MEMO

Subject Proposed Willow Cr. Br., FAS-C Proj. File No.

Received (call) (visit) from

Address FA Engr. LaGrande

Made (call) ~~(visit)~~ to Roger Lang Phone 963-3177

Reason for contact and general discussion: Asked Roger if county would go for P.E. Project now and construction project later. He will contact County Judge and write us a memo. Told him County would have to make P.E. advance deposit and advised him of the 5-year construction limitation and the repayment of P.E. costs if project cancelled or not built.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM ~~Other~~ Hal

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA MAY 25 1978 ☐

RECEIVED
REGION 5 OFFICE

Roger Lang

Memo 5-24-78

Bob Prange contacted me regarding Union Co. application for FAS-C Project, Willow Cr. (Glenn Rd) Bridge Section.

Present balance of FAS-C monies and #28 priority ranking that Union Co. has will not permit full funding of project now, Bob suggests we contact County to see if they want to proceed with P.E. phase of project, develope plans and shelve the job until monies are available. Stipulation would be the bridge would have to be constructed in 5 yrs-

I contacted Judge Misner at 10:15 AM on 5-25-78, explained the funding restraints and suggested the P.E., design phase of the project go forward and shelve the job until funds were available. Judge Misner thought this was an Excellent method and told me to proceed with necessary steps for programming of P.E.

cy Prange — Schleeski — Perrin

Form 81-734-3039

Wimer

~~Epley~~
Lang

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willow Creek (Glenn Road) Bridge

Date May 17, 1978

Highway Glenn Road (Hunter Lane) FAS-C B611

Authorization No. 1

County Union

Survey Prefix 531- 1940 (Assigned by Salem office)

Description of termini, route, length, etc.:

Beginning about 0.3 mile east of Hunter Lane on Glenn Road continuing easterly 0.2 mile ±.

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA SEP 1 8 1978 ☐
RECEIVED
REGION 5 OFFICE

Purpose of survey:

Prepare plans, specifications and estimate of cost.

RS-B611 (1)
9-12-78

Estimate of cost:

Field	901	3,500
Final Design	905	500
Structural Design	906	3,000
R/W	909	500
Soils	910	500
Liaison	913	250
Utility	914	250
Hydraulics	918	500
Specifications	921	500
Foundation Expl.	926	2,500
Historical Inventory	975	500

No cost to county by → FAS Agreement

$9,500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 12,500
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by: Roger C. Lang
Federal Aid Specialist ~~Field Engineer~~

Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

RECEIVED
SEP 14 1978
ACCTG. CONTROL

Approved:
Tech. Serv. Engr ~~Asst. State Highway Engineer~~

SP*19760-734

		Requested
✓ Field Survey	*(901)	3,500
Citizen Input	*(902)	
Consultant	(904)	
✗ Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	*(910)	
Traffic	*(911)	
Landscape	(912)	
Liaison	*(913)	250
Utility	*(914)	250
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	*(921)	
Environmental	*(923)	
Planning	(924)	
✓ Foundation Exploration	*(926)	2,500
Seminars	(950)	
Hearings	*(980)	
Equal Opportunity	*(985)	
Historical Inventory TOTALS		500

FEDERAL AID PROJECT REQUEST

D : May 1, 1978

Applicant Agency UNION COUNTY

Request for: Off-System____, FAS-C XX, FAUS____ Project

Federal Aid Route No. B 611 Route Name Hunter Lane (Glenn Road)

Project Name Willow Creek (Glenn Road) Bridge

Project Length 0.2 Mile Project Location (Attach sketch map)

Project Description Construct prestressed and reinforced concrete structure approaches and guard rail.

Average Daily Traffic 240 Design Speed 50 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes two Shoulders 2'

Medians None Parking None

Sidewalks None

Remarks present bridge is log abutment and log stringers. Road is to be straightened placing bridge down stream from present bridge.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28' Travel Lanes 2-10' Shoulders 4'

Medians None Parking None

Curbed No Length Curb Radii

Sidewalk/Bikeway No

Remarks Sidewalk/Bikepath use would not justify construction

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No xxx

3. Will additional right-of-way be needed? Yes xxx No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No xx
Remarks County will acquire right-of-way

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Hunter Lane (Glenn Road) 0.65 B611
Type Log stringers abutments wooddeck
Approach Roadway Width 20' Shoulder Width 2'
Length 33' Bridge Width 20'
To remain in place? Yes old road and bridge will be vacated and given to property owners, new right of way to be acquired by county from property owners

2. Proposed Structure:

Location 120' down stream from present bridge

Approximate Size: Length 50' Width 28'

Are sidewalk/bikeways desired: No, use would not justify cost

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks one span would be desired

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No x

Name of Railroad None

Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ____ Office
2. Environmental ____ Office
3. Public Hearing ____ Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State xx Consultant ____

2. Project construction engineering to be performed by:

Applicant__________ State __xx__ Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes __xx__ No__________

If "yes," describe briefly: County will furnish and place aggregate base and surfacing, ~~install guardrail~~ and complete any channel change work.

4. Applicant's estimate of cost for requested project:

A. C.

Roadway Work	$ 44,500 ~~42,000.~~
Right-of-way costs (if participating)	-
Traffic control	-
Illumination	--
Structures	63,000.
Railroad	-
Other ~~furnish guard rail~~	~~2,500.~~
Preliminary engineering	8,000.
PROJECT TOTAL	$ 115,500.

Remarks County to receive pile cut-offs. This work should be done when water flow is at its lowest from August 1 to Nomember 1.

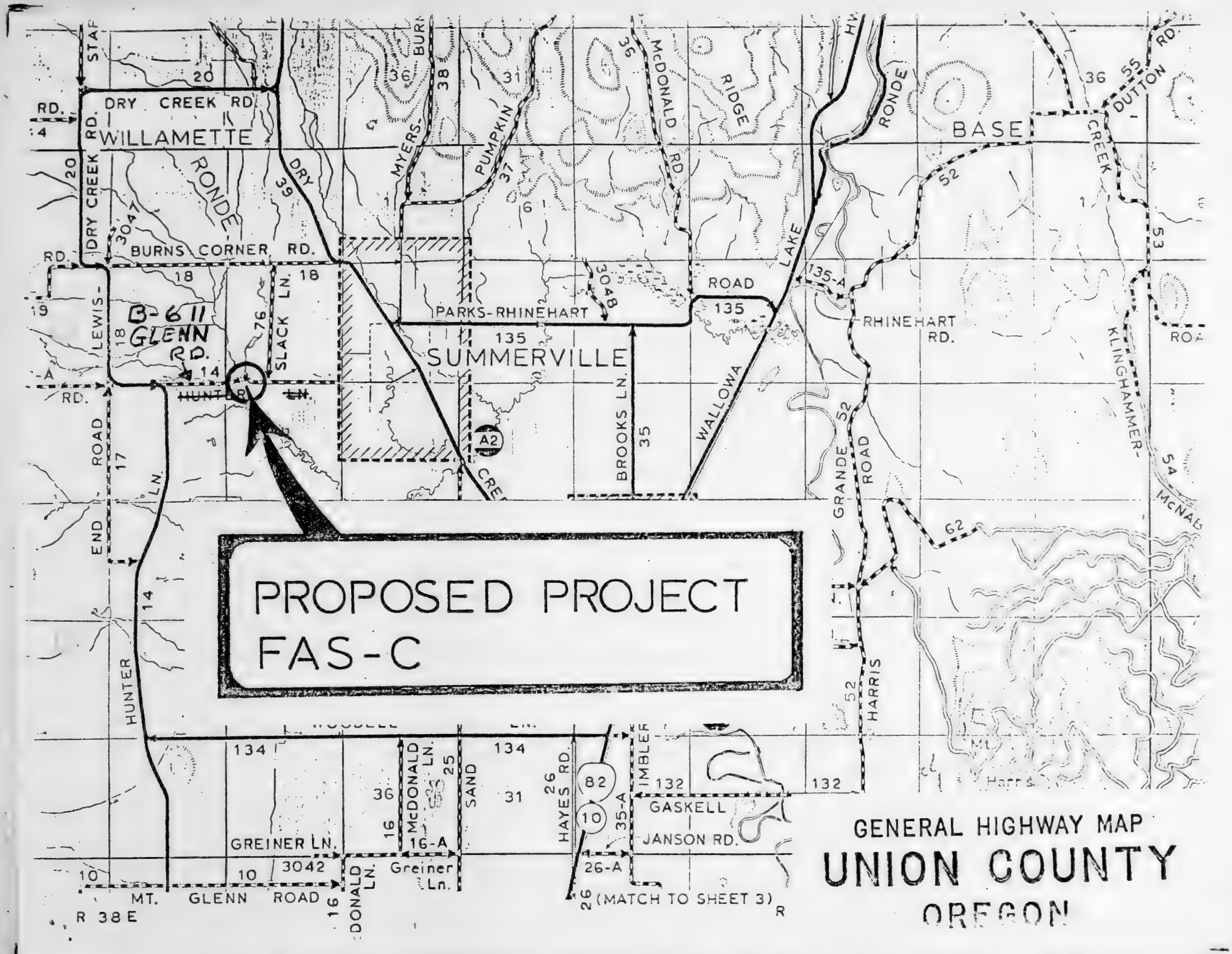
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________________ and/or [illegible] COUNTY

By____________________ By____________________

By____________________ By____________________

By Ralph Robinson


PROPOSED PROJECT
FAS-C
B-611
GLENN
RD.
SUMMERVILLE
WILLAMETTE
DRY CREEK RD.
BURNS CORNER RD.
LEWIS-
END ROAD
HUNTER LN.
SLACK LN.
PARKS-RHINEHART
RHINEHART RD.
BROOKS LN.
WALLOWA LAKE
GRANDE RONDE
HARRIS ROAD
MYERS-
PUMPKIN
McDONALD RD.
RIDGE
BASE
DUTTON RD.
CREEK
KLINGHAMMER-
McNAB
GREINER LN.
McDONALD LN.
SAND
HAYES RD.
IMBLER
GASKELL
JANSON RD.
MT. GLENN ROAD
DONALD LN.
Greiner Ln.
(MATCH TO SHEET 3)
R 38 E
A2
82
10

GENERAL HIGHWAY MAP

UNION COUNTY

OREGON

1980 Prairie Creek Culvert Sec. 9095
of Wallowa Lake Hwy. (Grading,
paving & culvert)

7675 10

ROAD DESIGN SECTION 378-6558

R. D. Hector
Region 5 Engineer, La Grande

May 24, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

Prairie Creek Culvert Section
Wallowa Lake Highway
Wallowa County

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 24 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

We are forwarding herewith a reproducible map (5B-1-12) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

L

CON 5

DATE: July 10, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Prairie Creek Culvert Section
Wallowa Lake Highway
Contract No. 9095

This federal-aid grading, paving and culvert project was recently completed and the final costs reveal that the authorization has been exceeded by $67,166, or 8.9 percent.

The project authorization provided $50,000 for reconstruction of the existing roadway, but this amount proved inadequate to correct the problem of unsuitable foundation material. The bid items for flagging, excavation, aggregate base, 3/4-0 aggregate and Class "B" AC overran by a total of $116,421.

Engineering charges exceeded the amount anticipated by $33,600, partly due to the above-noted increased work and partly because of slow progress on the project during grading and paving operations.

Primary Bridge Replacement Funds were utilized for the majority of the project work. The portion of the project beyond the transitions to the structure did not qualify for this category of funds and was financed with State funds. It was in this portion of the project that the increased project cost occurred. The increase in project authorization would therefore be entirely State financed.

It is recommended that the authorization for this project be increased by $67,166 to a new total of $823,295.17. This matter will be on the consent calendar for the July 21 meeting.

WR:fr

bc F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
W. E. Schwartz
George Bell

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9095

RECEIVED
STATE HWY ENGR
JUL 2'81
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

TO: H. S. Coulter
State Highway Engineer

DATE: June 30, 1981

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
H.S. COULTER

OK IR

SUBJECT: Request for Increase in Project Authorization
Prairie Creek Culvert Section
Wallowa Lake Highway
Contract No. 9095

This federal-aid grading, paving and culvert project has been completed and the final costs reveal that the authorization has been exceeded by $67,166, or 8.9 percent.

The project authorization provided $50,000 for reconstruction of the existing roadway, but this amount proved inadequate to correct the problem of unsuitable foundation material. The entire section was excavated to subgrade, with some subexcavation of clayey material, and constructed with aggregate base, leveling course and Class "B" A.C. The bid items for flagging, excavation, aggregate base, 3/4-0 aggregate and Class "B" A.C. overran by a total of $116,421.

Engineering charges were greater than anticipated partly due to the above increased work and partly because of inexperience and slow progress of the contractor. This was the first grading project for contractor who normally performs bridge work and the paving subcontract was utilizing recently purchased but used drum-dryer and paver that experienced numerous breakdowns. Consequently, the inspectors spent more time on the project than would normally be required. The engineering overran the anticipated amount by $33,600.

Primary Bridge Replacement funds were utilized for the majority of the project work. The portion of the project beyond the transitions to the structure did not qualify for this category of funds and was financed with State funds. It was in this portion of the project that the increased project cost occurred. The increase in project authorization would therefore be entirely State financed.

A rough draft letter to the Transportation Commission is attached as is a copy of the Expected Overrun of Project Authorization form.

WR:fr
Att.
cc: W. E. Schwartz
J. A. Schlieski
Robert Church

L

☆U.S. GOVERNMENT PRINTING OFFICE: [illegible] 732-028

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Union	DIVISION Oregon
DATE OF REPORT 5-6-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BPF-7(7)
COMPLETION DATE 11-4-80	ACCEPTANCE DATE BY CONTRACT AGENCY 3-20-81	TIME ELAPSED $\frac{227}{225} = 101$ %	CONTRACT TIME 225 calendar work days
APPROVED EXTENSIONS None	LOCATION Approximately 2 miles southeasterly of Enterprise in Wallowa County on the Wallowa Lake Highway.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

STATE HWY ENGR
MAY 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PRAIRIE CREEK CULVERT SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving & Culvert

This project provided for the replacement of an existing highway bridge with a large spring line structural plate culvert on an improved alignment.

The final cost of the original contract bid items was $727,560.01 which is an 18.7 percent overrun of the contract bid amount of $613,102.50. The project overrun is largely due to the increases in the surfacing items. During the course of the project it was discovered that the existing surfacing materials were in a much poorer condition than had been anticipated. To correct this problem the existing road was excavated to subgrade and a new base was constructed. The Class B asphaltic concrete surfacing item overran due to widening for left turn refuges at the north end of the project. Traffic patterns were modified during construction as a result of suggestions made during an informal on site meeting with local citizens. Price agreements were made to document the increases in these bid items.

The final cost of the project, including all changes and engineering, was $822,966.88.

The contractor was assessed two days of liquidated damages as a result of the overrun of contract time.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Sig. D. B. Cart David B. Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 5/11/81	TITLE Field Operations Engineer	DATE 5/11/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

L

☆U.S. GOVERNMENT PRINTING OFFICE 1974 - 732-626

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Union	DIVISION Oregon
DATE OF REPORT 5-6-81	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. BPF-7(7)
COMPLETION DATE 11-4-80	ACCEPTANCE DATE BY CONTRACT AGENCY 3-20-81	TIME ELAPSED $\frac{227}{225} = 101$ %	CONTRACT TIME 225 calendar work days
APPROVED EXTENSIONS None	LOCATION Approximately 2 miles southeasterly of Enterprise in Wallowa County on the Wallowa Lake Highway.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

_D
STATE HWY ENGR
MAY 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PRAIRIE CREEK CULVERT SECTION
WALLOWA LAKE HIGHWAY
Grading, Paving & Culvert

This project provided for the replacement of an existing highway bridge with a large spring line structural plate culvert on an improved alignment.

The final cost of the original contract bid items was $727,560.01 which is an 18.7 percent overrun of the contract bid amount of $613,102.50. The project overrun is largely due to the increases in the surfacing items. During the course of the project it was discovered that the existing surfacing materials were in a much poorer condition than had been anticipated. To correct this problem the existing road was excavated to subgrade and a new base was constructed. The Class B asphaltic concrete surfacing item overran due to widening for left turn refuges at the north end of the project. Traffic patterns were modified during construction as a result of suggestions made during an informal on site meeting with local citizens. Price agreements were made to document the increases in these bid items.

The final cost of the project, including all changes and engineering, was $822,966.88.

The contractor was assessed two days of liquidated damages as a result of the overrun of contract time.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter David B. Carter		SIGNATURE Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/11/81	TITLE Field Operations Engineer	DATE 5 81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr. (Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

#9095

L.

March 26, 1981

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 3
#9095

Gentlemen:

Contract No. 9095 awarded to Douglas S. Coats, Inc. for work on the Prairie Creek Culvert Section of the Wallowa Lake Highway in Wallowa County was completed on February 6, 1981 and accepted by the State Highway Division on March 20, 1981.

Final payment in the amount of $18,000.46 will be released to the contractor after March 31, 1981. The total contract amount is $730,592.55 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

9045

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-169		County Wallowa
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BRF-7(7)
MODIFICATION NUMBER 1	12/5/80	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 626,767.00	$ 735,000.00
Federal funds	$ 501,414.00	$ 588,000.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of December, 19 80.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 1, 1980

Federal Aid Project
No. BRF-7(7)

Prairie Creek Culvert Section
Wallowa Lake Highway
Wallowa County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X034
Culvert Installation (Sta. 1869+25.00 to Sta. 1892+27.63)
Subtotal of previous estimate of March 10, 1980 $552,217.00

Previous Estimate

Flagman	400	Hr.	10.00	$ 4,000.00
General Excavation	12,960	Cu. Yd.	4.00	51,840.00
Coarse Aggr. Base	7,940	Ton	9.00	71,460.00
3/4"-0 Aggr. Base	1,365	Ton	10.00	13,650.00
Class "B" Asphaltic Conc.	3,430	Ton	47.00	161,210.00
				$302,160.00

Revised Estimate

Flagman	726	Hr.	10.00	$ 7,260.00
General Excavation	18,412	Cu. Yd.	4.00	73,648.00
Coarse Aggr. Base	11,586	Ton	9.00	104,274.00
3/4"-0 Aggr. Base	2,469	Ton	10.00	24,690.00
Class "B" Asphaltic Conc.	4,098	Ton	47.00	192,606.00
				$402,478.00

Increase	$100,318.00
Subtotal	652,535.00
Engineering	82,465.00
TOTAL	$735,000.00

Length of Project ------------- 0.436 mi.

Federal Funds -----------------$588,000.00
State Funds ------------------ 147,000.00
TOTAL $735,000.00

Group 1-90% Group 9-10%
Contract No. 9095
Prefix: 32-1996
32-1050

Prairie Creek Culvert
(Nonparticipating-State Work)

Total the same as previous estimate of March 10, 1980 $113,975.50

9015

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** April 1980	State: Oregon County: Wallowa Project No.: BRF-7(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 82, 2 mile SE of ECL Enterprise

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-80	0.436

OTHER *(Specify)*

FUNDS Pro Rata 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 626,767.00	$ 501,414.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 4-1-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, March 10, 1980

Federal Aid Project
No. BRF-7(7)

Prairie Creek Culvert Section
Wallowa Lake Highway
Wallowa County

Project Agreement Estimate.

Type Code X034
Culvert Installation (Sta. 1869+25.00 to Sta. 1892+27.63)

Mobilization	All	Required (90%)		$ 44,100.00
Temporary Protection and Direction of Traffic	All	Required (80%)		4,000.00
Temporary Signs	199	Sq.Ft.	$ 10.00	1,990.00
Temporary Barricades	4	Each	100.00	400.00
Temporary Guard Rail, Type 1A	1,050	Lin.Ft.	8.00	8,400.00
Temporary Plastic Safety Markers	13	Each	10.00	130.00
Temporary Reflective Pavement Markers	80	Each	10.00	800.00
Temporary Delineators	20	Each	15.00	300.00
Flagmen	400	Hour	10.00	4,000.00
Clearing and Grubbing	All	Required (95%)		32,347.50
Removal of Structures and Obstructions	All	Required (99%)		4,950.00
General Excavation	12,960	Cu.Yd.	4.00	51,840.00
Stone Embankment	1,350	Cu.Yd.	6.00	8,100.00
Trench Excavation	435	Cu.Yd.	8.00	3,480.00
Finishing Roadbed and Slopes	All	Required (80%)		4,000.00
Watering	225	M-Gal.	15.00	3,375.00
Coarse Aggregate Base	7,940	Ton	9.00	71,460.00
3/4" - 0 Aggregate Base	1,365	Ton	10.00	13,650.00
Class "B" Asphalt Concrete	3,430	Ton	47.00	161,210.00
Asphalt in Tack Coat	2	Ton	300.00	600.00
Concrete in Headwalls and Footings	110	Cu.Yd.	300.00	33,000.00
Reinforcement in Headwalls and Footings	7,950	Lb.	0.55	4,372.50
Structural Plate Arch	152	Lin.Ft.	300.00	45,600.00
18-inch Culvert Pipe	148	Lin.Ft.	10.00	1,480.00
24-inch Culvert Pipe	72	Lin.Ft.	25.00	1,800.00
72-inch Culvert Pipe	20	Lin.Ft.	100.00	2,000.00
Guard Rail, Type 2A	375	Lin.Ft.	16.00	6,000.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	4	Each	100.00	400.00
Type 2 Fence	2,300	Lin.Ft.	4.00	9,200.00
Extra for Asphal Approaches	2	Each	300.00	600.00
Loose Riprap, Class 50	155	Cu.Yd.	14.00	2,170.00
Loose Riprap, Class 700	320	Cu.Yd.	17.00	5,440.00
Salvaging and Re-laying Pipe	58	Lin.Ft.	20.00	1,160.00

Roadside Seeding and Mulching	1	Acre	$ 700.00	$ 700.00
Furnishing and Planting Willow Cuttings	600	Each	2.00	1,200.00
Rock Gabions	138	Cu.Yd.	100.00	13,800.00
				$549,255.00

Anticipated Items

Temporary Erosion Control (95%)	All Required	$ 1,900.00
Permanent Pavement Striping (95%)	All Required	532.00
Temporary Pavement Striping (95%)	All Required	530.00
		$ 2,962.00

Subtotal	$552,217.00
Engineering	74,550.00
Total	$626,767.00

Length of Project . . . . 0.436 mi.

Federal Funds (80%) $501,414
State Funds 125,353

Total $626,767

Group 1	90%
Group 9	10%
Contract No.	9095
Prefix:	32-1996
Prefix:	32-1050

Prairie Creek Culvert
(Nonparticipating - state work)

Mobilization	All Required (10%)			$ 4,900.00
Temporary Protection and Direction of Traffic	All Required (20%)			1,000.00
Temporary Signs	70	Sq.Ft.	$ 10.00	700.00
Temporary Barricades	1	Each	100.00	100.00
Temporary Plastic Safety Markers	4	Each	10.00	40.00
Temporary Reflective Pavement Markers	40	Each	10.00	400.00
Flagmen	100	Hour	10.00	1,000.00
Clearing and Grubbing	All Required (5%)			1,702.50

Removal of Structures and Obstructions	All Required (1%)		$ 50.00
General Excavation	1,000 Cu.Yd.	$ 4.00	4,000.00
Trench Excavation	20 Cu.Yd.	8.00	160.00
Finishing Roadbed and Slopes	All Required (20%)		1,000.00
Watering	30 M-Gal.	15.00	450.00
Coarse Aggregate Base	1,155 Ton	9.00	10,395.00
3/4" - 0 Aggregate Base	210 Ton	10.00	2,100.00
Class "B" Asphalt Concrete	750 Ton	47.00	35,250.00
Asphalt in Tack Coat	1 Ton	300.00	300.00
Extra for Asphalt Approaches	1 Each	300.00	300.00
			$ 63,847.50
Anticipated Items (N.P.)			
Permanent Pavement Striping (5%)	All Required		$ 28.00
Temporary Pavement Striping (5%)	All Required		100.00
Reconst. Extg. Rdwy. (Sta. 1890+00 to 1900+75)	All Required		50,000.00
			$ 50,128.00
Total			$113,975.50

CONSTRUCTION NARRATIVE REPORT

Project: Prairie Creek Culvert
Highway: Wallowa Lake
County: Wallowa
Contractor: Douglas S. Coats, Inc.

Contract: 9095
Prefix: 32-1050
FA # BRF-7(7) & State
Resident: Schlieski

This project replaced an old 7-span, 137 foot long treated timber frame trestle structure on an improved alignment with approximately 0.6 of a mile of related grading and paving work.

New Structure: The old structure was replaced with a 24' x 12' multiplate arch culvert, supported on concrete footings and, angled to fit the original stream channel in the roadway area. Due to poor foundation material the existing channel was excavated 7' below grade and backfilled with suitable stone embankment material. This method of construction gave us a satisfactory structure but seems to severely contradict earlier complaints from the Game Commission that there would be absolutely no disturbance of the stream channel.

Construction: The contractor proposed several variances in the stage construction plans.

He received permission from the local Game Commission officials to divert the stream completely away from the work area. We started out with the stream contained in a 48" CMP - which ultimately was crushed by the contractor's negligence and resulted in the pipe being removed and the stream diverted in an open channel.

With the stream diverted the entire area below the culvert flowline was excavated 7' below grade and backfilled with suitable stone embankment material. With the culvert foundation well started the only other problem was completing the foundation and erecting the culvert under the old structure.

The contractor proposed to shore the old structure and remove the two bents inconflict with the culvert installation. This work was approved and price agreement #4 provided some reimbursement to the contractor for his shoring and cribbing costs. Due to this change in stage construction several items of work related to the temporary protection and direction of traffic were deleted or reduced with a net decrease in project cost of $15,500, documented on price agreement #3.

Completing the culvert installation in one stage provided for the safer handling of traffic by eliminating some temporary detours and leaving the traffic on the old existing highway until the new section was substantially completed.

Versteeg ✓
Anderson
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DEC 0 3 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

The only problem noted with the arch culvert is the length on the inlet end. The fill slope is very steep above the gabions along the roadway. Either the gabions should have been another row higher or the culvert extended several feet to allow for a flatter slope.

I feel that too much time was spent in designing and detailing the stage construction of the culvert and the related roadway section. The contractor's solution feasible method of performing the work.

CattlePass: An existing wooden cattle pass at 1869+40 was replaced with a 72" CMP. The plans called for the salvaging and relaying of the culvert at 1884+50 with a 20' extension. Unfortunately when we salvaged the culvert we found it to be a mis-shapen 78" CMP, not a 72". The salvaged 78" was turned over to maintenance and additional 72" CMP was ordered under the bid item.

Stage construction plan: Too much time and effort is being spent developing plans for the temporary protection and direction of traffic and stage construction on small items of work like this 72" culvert installation. The work area was all ready within the temporary signing required on the total project. The installation of the culvert was satisfactorily completed in one day while controlling one-way traffic with flagpersons. The work was scheduled to coincide with surfacing on the total project.

Left-turn refuge: During the location of this project we received numerous comments from the locals that the intersection known as Eggleson Corner was dangerous. There were several accidents directly related to this intersection. In an effort to improve the overall safety on this section of highway we proposed to construct left-turn refuges. Since there were 3 connections to the highway we suggested to the County Officials that one short spur be closed. After the County Court reviewed the matter they agreed in writing to close one connection. During the actual construction many farmers, ranchers and, loggers became aware of what was being done and a meeting was held on the site to resolve the problems. There were inherent problems with our proposal - like steep super, an acute approach connection to the highway, and seperated left-turn refuges. With support for our proposal withdrawn or denied by the County Officials we ultimately revised our plans and constructed the left-turn refuges at the intersection near 1888, with no provisions for left-turns at 1894. Sometime in the future when the furor subsides we plan to place a No Left Turn sign for the intersection near 1894.

Grading: It was apparent during the location that portions of the highway designated to be overlaid did not have a suitable foundation. An anticipated item for correcting the problem was included in the project authorization. To correct the problem we excavated the entire section to subgrade, with some subexcavation of clayey material, and constructed the typical road section consisting of 12" of aggregate base, leveling course, and 6" of Class "B" Asphalt. I'm certain that overlaying this problem area would have been only a short term improvement - without the required foundation it would have failed again.

Paving:

Paving work was slow and of poor quality. Rogers Asphalt Paving had purchased a used drum-dryer and paver. Both pieces of equipment were in need of repair and numerous breakdowns slowed the work. We stiamte an average laydown rate of 200 tons per day. We ran short of paving aggregates and spent about a week combining various piles of aggregate and rescreening a 3/4-0 pile that had been produced for the County. There were numerous informational samples taken - trying to make a spec AC mix.

Materials Testing & Engineering Costs:

An excessive amount of time and money was spent trying to keep the asphalt mixture in specs. Trial dry batches; trial wet batches; combining various piles of aggregates; etc. The job required 45 samples of the asphaltic concrete mixture being tested for gradation and asphalt content - it should have required about 10!

Liquid Asphalt:

We began the project planning to use Union Oil AR4000. Due to reported problems with bonding, stripping, etc. we submitted a sample for testing. The lab recommended 0.2% Pave Bond Special anti-stripping agent be added. While testing was being completed by the lab, the subcontractor had heard about sufficient problems with the liquid asphalt that he changed suppliers. We used Shell Oil AR4000 which reportedly has no stripping problems. Since it was a commercial mix no further testing of the liquid asphalt was requested.

Commercial AC Mix:

The contractor complained on this project that the quantity of asphalt mix required was sufficient that it should have been a specification mix. He feels that only small isolated quantities should be specified as commercial and then we should accept the commercial available mix with reasonable gradation requirements and a specified minimum asphalt content. Much the same way that we accept some aggregate base - reasonable well graded as approved by the engineer.

Supervision:

Supervision of the project was poor - - particularly the prime contractor and Rogers Asphalt Paving. I got the feeling that the prime had too much other work and could not properly supervise or assign a competent superintendent. The progress of the job and our engineering costs suffered for it. Many days very little constructive work was accomplished, and all too often my inspector found himself in the position of advising the workers how and when to perform the work.

Completion Time:

The completion time allowed for the project should have been ample. The contractor's revision in construction and installation of the arch culvert saved him a considerable amount of time. The time saved by this revision should have offset the increased aggregate base and paving work.

Temporary Protection and Direct. of Traffic:

In general we followed the stage I plan for the temporary protection and direction of traffic. Due to the revision in the installation of the arch culvert we had no need for stages II and III. The temporary protection and direction of traffic plan for the installation of the 72" cmp cattle pass was a waste of time. The entire installation was substantially completed in one day by the use of flagpersons controlling one-way traffic - the only practical way to do the work. Had we used the plans for the temporary protection and direction of traffic we'd all ready decided to delete the reflectorized buttons on centerline. In discussing this work with Dave Carter of the FHWA he agreed with us that the use of buttons was over doing it - particularly in eastern Oregon.

11-26-80

1095

Report # 30 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Prairie Creek Culvert

WEEK ENDING: November 7, 1980

SECTION PREFIX: 32-1050

HIGHWAY: Wallowa Lake

COUNTY: Wallowa

NAME OF JOB: Prairie Creek Culvert

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9095

FEDERAL AID PROJECT NUMBER: BRF-7(7) & State

DATE OF CONTRACT: March 5, 1980

DATE WORK STARTED: April 16, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 14 SUPERVISION: 2

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: CWD 225

WORK DAYS USED

CALENDAR DAYS USED: 227

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $ 756,128.49

EXCLUSIVE OF ENGINEERING: $ 696,171.16

ENGINEERING AUTHORIZATION: $ 59,957.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 802,582.61

ENGINEERING COST TO DATE: $ 80,815.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 106

This Week $3,562.00

ESTIMATED PERCENT: OVERRUN UNDERRUN 6.1 %

PERCENT OF AUTHORIZATION: 135 %

DATE PROJECT WAS COMPLETED: November 4, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.6	0.6			0.6
MILES PARTIALLY COMPLETED	0.6	0.6			0.6
MILES COMPLETED	0.6	0.6			0.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible]	10,570			4,160
TOTAL QUANTITIES CORRECTED TO DATE	16,77[illegible]	16,136			4,999
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	16,136			4,999
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					[illegible]

EQUIPMENT USED DURING THE WEEK:

[illegible], [illegible], rollers, paver, [illegible] plant, [illegible], trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	72[illegible]							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	[illegible]	1		
MONDAY	[illegible]	1		
TUESDAY	Fair	1		Completion [illegible]
WEDNESDAY				
THURSDAY				
FRIDAY 7				
SATURDAY	[illegible]	1		

RECEIVED
NOV 10 1980
CONSTRUCTION BRANCH
Kaasv. Richards
Rockford Berg
Hopkins Inloes
Williams Widmer
Johnson Gebauer
Glenn Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	2	Installing guard rail, sight post & hauling and placing shld. aggr. Layiing class "B" AC top lift sta. 1887 - 1901 Rt.
MONDAY	3	Laying lcass "B" AC top lift sta. 1879 - 1901 Hauling & placing shld aggr. and installing sight post
TUESDAY	4	Paving guard rail flares and approaches - Paving completed. Dressing shld. aggr. and general clean up
WEDNESDAY	5	Completed instalation of delineators Placing shld. aggr. where needed. General clean up. Striped today.
THURSDAY	6	Genral clean up and removing equipment form project.
FRIDAY	7	General clean up.
SATURDAY	1	Seeding & mulching completed, Paving top lift sta. 1863 - 1887 Rt.

REMARKS

STATUS: Completion date 11-4-80.

Semi-final will be submitted 11-7-80.

SIGNED Joseph F. [illegible] LOCATION La Grange

Joseph F. [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

STATE COPY

cc: OSHD (Coulter)
    Carter, AE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

nig

REGION NO. 10	REPORT NO. 1	COUNTY Wallowa	DIVISION Oregon
DATE OF INSPECTION 6-18-80	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. BRF-7(7)

IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

LOCATION
Approximately 2 miles southeasterly of Enterprise in Wallowa County, Oregon on the Wallowa Lake Highway.

CONTRACTOR NAME AND ADDRESS
Douglas S. Coats, Inc., P.O. Box 311, Bend, Oregon 97701

AWARD DATE 3-5-80	CONTRACT AMOUNT $613,102.50	TIME ALLOWED 225 cal workdays	TIME STARTED 3-19-80	WORK STARTED 4-16-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 42	WORK COMPLETED 8	

RECEIVED
STATE HWY ENGR
JUL 9 '80
REFER TO
[illegible]
FOR.

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS

PRAIRIE CREEK CULVERT SECTION
Wallowa Lake Highway
Grading, Paving & Culvert

This project provides for the replacement of an existing highway bridge with a large spring line structural plate ~~and~~ culvert on an improved alignment. Also included is the associated grading and paving required to construct the highway on the improved alignment. The entire project is approximately 0.43 miles in length.

The contractor proposed an alternate construction plan for staging the work such that the existing structure could be utilized during the entire culvert and fill construction activities. This involved removing two of the existing bents and providing temporary clear span shoring across this distance. The contractor's plan was reviewed and approved by the OSHD Bridge Section. This work had been completed and in use at the time of this inspection.

The construction signing was reviewed and is considered adequate. The above-described revision greatly simplifies traffic handling and reduces the conflict between the new construction and the highway traffic.

Some changes have been made in handling the stream through the construction area. These changes have been coordinated with appropriate wildlife officials.

(more)

Previous Editions of PR-33A will Not Be Used.

Part of the excavation and associated special Stone Embankment material has been placed. The material comes from the rock cut on the project. Gabion Wall "A" has been constructed. The rock used to fill the baskets is of adequate size. A weak volcanic rock was encountered near the elevation of the bottom of the Stone Embankment excavation.

The project is progressing slowly at this point. However, accelerated progress is expected as the excavation work is completed. The aggregates for the road work have been produced and are stockpiled at the source, which is located near the airport at Enterprise.

10

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: May 12, 1980

FROM: Don
Donald L. Trout
Final Project Development Coordinator

SUBJECT: Contract No. 9095
Prairie Creek Culvert
Wallowa Lake Highway
Wallowa County

On May 9, 1980, Mr. Paul Lawson, Administrator, Mined Land Reclamation, Department of Geology and Mineral Industries, placed a stop work order on the above project. This stop work order was placed because no one had a surface mining permit for the Joseph Airport pit.

Mr. Lawson called today, May 12, and stated he is lifting the stop work order because the City of Joseph has made arrangements to obtain a surface mining permit.

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 12 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

DLT:ab
cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
W. E. Schwartz

Contains
Recycled
Materials

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

LOC 16-1

TO: MEMO TO THE FILE

DATE May 9, 1980

ORIGINAL SIGNED
DONALD L. TROUT

FROM: Donald L. Trout
Final Project Development Coordinator

SUBJECT: Contract No. 9095
Prairie Creek Culvert
Wallowa Lake Highway
Wallowa County

NOTED
H. S. COULTER

I received a telephone call today (May 9, 1980) from Mr. Paul Lawson, Administrator, Mined Land Reclamation, Department of Geology and Mineral Industries. He said the contractor on the above project did not have a surface mining permit for his operation.

We did not offer a material source on this project and the contractor made arrangements for use of this source in the Joseph Airport Pit.

Mr. Lawson is issuing a stop-work order on this operation because a permit has not been issued. Mr. William Anhorn, Region V, and Mr. George Hopkins, Construction Field Engineer, Salem, were notified of this.

DLT:ja

cc H. S. Coulter ✓
E. S. Hunter
C. T. Keasey
W. E. Schwartz

RECEIVED
STATE HWY ENGR
MAY 12 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

9095

2.

HIGHWAY DIVISION - ODOT 378-6516

FILE

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

9095

2.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF 7(7)
Prairie Creek Culvert

Date: February 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed your design for the culvert on the above section of roadway and feel there are some marginal conditions that need further review.

The stone embankment requirement where the stream is flowing should have a minimum size limitation (4"+) to protect the stream bed from scour. The gabions shown on the upstream culvert ends should be increased in depth to the bottom of this culvert footing (Elev. 3866.5). This will change the base gabion size. Specifications should also include a comment about free draining material for embankment behind the gabions.

Please include these items in your final plans and specifications.

For G. L. Green

RECEIVED
STATE HWY ENGR

FEB 13 '80

REFER TO

FOR

Info	Inves	R/O	G/R	Sign	Act	File
					X	

9095 2-11-80 4

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -32-002(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. RS-82

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-13
Orig

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STATE HWY ENGR
FEB 13 '80
REFER TO Moehring
FOR
Info | Inves | P/D | D/R | Sgn | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 2/11/80

FEDERAL ROUTE NUMBER Secondary Route 32-002

STATE ROUTE NUMBER Primary Route 10

GENERAL LOCATION:

Prairie Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/1/80 I approve the revised Preliminary Engineering costs to a TEC of $50,000 with Federal participation limited to $39,010.
(Increase TEC $16,000 - F. F. $12,510)

DATE 2/11/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 611-058

9095

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. BRF-7(7)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00011

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 3 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File

3/3

DATE PS&E APPROVED 2/6/80

DATE AUTHORIZATION EFFECTIVE 2/6/80

FEDERAL ROUTE NUMBER Primary 7

STATE ROUTE NUMBER Primary 10

GENERAL LOCATION:

Prairie Creek Culvert Section

GENERAL DESCRIPTION OF WORK:

Str. Plate Arch

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) XX Temporary erosion control $1,900
Temporary and Permanent
Pavement Striping S.F. $1,060

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/1/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $626,231 Federal Funds $500,894.

A signed copy of the Title Sheet is returned herewith.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G.K. H[illegible]

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 611-855

10

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28/80
Donald L

February 28, 1980 Bid Letting ______ All Clear Deadline

SECTION PRAIRIE CREEK CULVERT
Highway Wallowa Lake Highway
County Wallowa County Region 5
Type of Work ______ Funds HBR
State __ Consultant __ Plans Avail. __ Yes __ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	X					Non-Major FHPM 7-7-2
Negative Declaration	X					
Project Assessment	X					
Write-off Letter	X					

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands		X	X	X	X	
D.O.G.M.I.	X					
Corps of Engineers		X			X	
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey		X			X	
Cultural Salvage	X					

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study		X			X	

9095

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRF 7(-)
Prairie Creek Culvert Section
Wallowa County

Date: January 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We approve the advance detail drawings for the Prairie Creek Culvert subject to the following considerations:

1. Define the selected footing backfill material on Dwg. 35007.
2. Consider a partial trapezoidal taper of the Class 700 rip-rap on the outlet end of the culvert to elevation 71.

G. L. Green

No attachment

cc w/approved dwgs
OSHD (T G Thompson)

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STATE HWY
JAN 25 '80
REFER TO
Info | File

R

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
BR 725A

December 21, 1979

TO: Glen L. Green
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Prairie Creek Culvert
Wallowa Lake Highway
Wallowa County
Bridge 725A

Enclosed are two copies of drawing 34967, preliminary plan, and 34149, vicinity map. Also enclosed are two copies of the Foundation Report with the Hydraulic Report in the Appendix.

The alignment of the new roadway improves the horizontal and vertical sight distances of the existing roadway. The new roadway width is 32 feet which provides for two 12-foot lanes with 4-foot shoulders and matches the existing roadway on either side of the new alignment. However, because the design ADT for this highway is 3,000, the culvert length was determined for a 40-foot wide roadway to allow for future widening of the roadway.

A 24'-0" x 12'-0" structural plate arch is proposed for this site. It will be located along the approximate existing channel alignment, which requires some bends in the culvert in order to lessen the angle of entrance to the existing channel. The culvert will be constructed in stages and no temporary detour pipe is required.

The hydraulic report also suggested a double 10' x 8' RCBC or a double 14'-1" x 8'-9" structural plate arch pipe. The proposed structural plate arch will provide an adequate waterway opening and satisfy a request from the Oregon Department of Fish and Wildlife that a single opening arch type culvert should be used, if possible. The estimated cost of the structural plate arch, including an allowance for

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DEC 27 '79
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FOR
Info | Inves | R/D | D/R | Sign | Act | File
Form 734-3122

engineering and contingencies is $176,000. The estimate for a 40-foot wide precast, prestressed slab bridge is $284,000.

This is being sent to you as a preliminary submittal for your approval.

Enclosures

cc E. S. Hunter
D. H. Moehring
W. E. Schwartz /w/ 2 sets
Gary Potter /w/ 1 set

9075

ROAD DESIGN SECTION

FILE: DES-1

Joe Schlieski
Resident Engineer

November 13, 1979

Lyle K. Watson
Lyle K. Watson
Design Engineer Supervisor

Subject:

Prairie Creek Culvert
Wallowa Lake Highway
Wallowa County

Enclosed are two prints of the right-of-way map and two sets of the plans.

Please review the existing drainage and mark up one set of prints with your recommendations of proposed drainage and irrigation facilities. Does the existing 78-inch cattle pass have to be maintained?

LKW:ja

Enc.

cc W. E. Schwartz
Jerry Miller

9345

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-7(6)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 00011

COUNTY NAME Wallowa

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-6-79

FEDERAL ROUTE NUMBER Primary 7

STATE ROUTE NUMBER Primary 10

GENERAL LOCATION:

Prairie Creek Bridge Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 18, 1979 you are now authorized to proceed with the actual acquisition of File No. 50596 as shown on Right of Way Map 5B-1-12 at a TEC of $7,600 with Federal participation limited to $6,699. Federal participation is limited to that right of way actually incorporated in the final location.

DATE 11-6-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hasmer

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT-HWY Div

PROJECT TITLE: Prairie Creek Bridge #725

DATE: October 10, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
OCT 12 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. [illegible]. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Reg. 5: W. E. Schwartz
Dis. 13: C. K. Ansell
D. E. Swan

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 7909 2 [illegible] Due Date: OCT [illegible]5 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( ) Please coordinate the implementation of the proposal with us.
- (✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By [illegible]

ENVIRONMENTAL MANAGEMENT SECTION 10/2[illegible]

PNRS 7901-2-290

The Oregon Department of Fish and Wildlife has reviewed the Oregon Department of Transportation's proposal to replace the Prairie Creek Bridge #725 in Wallowa County. We request that there be no filling or removal of material in the stream channel from April 1 to June 15.

This project may require permits from the Oregon Division of State Lands and the U. S. Army Corps of Engineers.

Any additional correspondence on this project could be directed to Ken Witty, our local fish biologist. His address is P. O. Box 253, Enterprise, Oregon 97828, telephone number 426-3279.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency DCG By ______________

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
SEP 12 1979
DIVISION OF STATE LANDS

P N R S STATE REVIEW

Project #: 7909 2 [illegible] Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible] By

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 4, 1979

FROM: F. W. Yarbrough
Soils Engineer

TO: Duane Christensen
Final Design Engineer

Attention: Lyle Watson

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway #10
Wallowa County
Fill Foundation

About 0.8 feet of settlement, total, will occur under 20 feet of fill at the subject location, where the thickness of compressible silt is 12 feet as shown in drill holes 2 and 3. If half or more of the thickness of compressible silt is removed, then the settlement will be reduced by the ratio of the remaining thickness to the original thickness.

Settlement will be rapidly reduced along centerline moving away from the creek because of less height of fill and less thickness of silt.

Strength to resist slumping of the slopes will be ample because of the "granular" nature of the foundation material and low height of fill.

A shy tenth foot of additional settlement when the pavement is put on the fill could be avoided by placing 3 feet of surcharge on the fill. This will be significant only if a bridge structure is used.x So, a thirty-foot length of surcharge at each abutment should suffice. About six months surcharge time is needed for all the settlement to occur.

x and a bump will develop

FWY:af

Frank Terpin

Watson ✓

1 ✓

2

RECEIVED

1979

ROAD DESIGN

Copy to L.L. Wallace

9045

L.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1979

In Reply Refer to
File No

TO
Executive Department
Federal Aid Coordination Unit

Blue Mountain Intergovernmental Council
Wallowa County Courthouse
Enterprise, Oregon 97828

FROM
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 13
Section: Prairie Creek Bridge #725
Highway: Wallowa Lake Hwy., OR-82
County: Wallowa County

Noted H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 1, 1979.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 5 Engr: W. E. Schwartz
Dis. 13 Engr: Clayton Ansell
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 11 '79
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: ODOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Prairie Creek Bridge #725

11 12] PROJECT LOCATION—CITY: Wallowa Lake Hwy. OR-82 — PROJECT LOCATION—COUNTY: Wallowa — PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Reconstruction of a narrow bridge over Prairie Creek. Existing structure [71

07 12] has a 24 ft. - 7 inch horizontal clearance which is too narrow for present [71

08 12] day traffic. Slight realignment of existing highway to improve curvature. [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
380,000		95,000			475,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Aug. 31, 1979

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Oct. — 43] DAY [44: 1 — 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 31, 1979

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

F-7 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 4, 1978
Section Prairie Creek Bridge #725
Unit (if appl)
County Wallowa
City Between Enterprise and Joseph
Highway Wallowa Lake
State Hwy. No. 10
Termini: M.P.(if appl) at M P 68.29
Length N A
Region 5
Construction Estimate ~~220,000~~ 475,000
Program Amount

B. Purpose of Project: Reconstruction of a narrow bridge over Prairie Creek. Existing structure has a 24 ft-7 inch horizontal clearance which is too narrow for present day traffic. SLIGHT REALIGNMENT OF EXISTING HIGHWAY to IMPROVE CURVATURE.

C. Origin & History of Project: The existing structure was constructed in 1952 with 7 - 19 ft Treated Frame Trestle Spans for a total length of 137 feet.

D. General Description of Project: This project is at Mile Point 68.29 on the Wallowa Lake Highway between Enterprise and Joseph. The existing is at an approximate elevation of 3910 feet.

Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 2; Med. NA; Shldrs. 2; Parking na
Proposed: No. Lanes 2; Med. na; Shldrs. 2; Parking na
Traffic: Existing Facility: Existing ADT 2100; Projected ADT 3000; Yr. 20
Existing Level of Service ______
Proposed Facility: Projected ADT 3000; Yr. 2000
Projected Level of Service ______

Right of Way: Additional anticipated ~~no~~ YES ; if yes, give approx. No. Parcels 1
Yes, No

Acres ~~na~~ 3.2 ; Type of Relocation Req. na ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

N A

Type of Structure(s):

Reinforced concrete, proposed 32 feet wide with possibly sidewalks on one side. Length would approximate the existing facility

Brief Description of River or Stream and Type of Involvement, if any:

This is a mountain stream with considerable runoff during the spring and early summer months. At this particular location, the ground is rolling but several miles to the east, it traverses through some very steep mountains.

Local City, County or COG priorities of project:

N A

FHWA and/or OSHD approvals given, if any:

Listed in the 1979 priority listings in the six year program, page 27.

Location or Design Alternatives (identify and describe):

Possible use of slab span type of structure with possible reduction of span lengths.

Other Descriptive Information or Comments:

n a

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This is in a rolling terrain in the Wallowa River Valley between Enterprise and Joseph, surrounded by steep mountains to the south and west. The winters get quite cold, minus 20 degrees Fahrenheit (+-), but the summer temperatures seldom exceed 90 degrees F. The snowfall is approximately 36 inches per year. Some rain occurs in the early fall and the spring months.

2. Cultural:

Basically this area is a cattle raising area with some wheat and meadow hay raised. A few sheep graze the hills and some irrigation is being done.

This highway is the main link between Wallowa Lake and the rest of the State.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Some interruption of traffic will be encountered, but this can be taken care of by using the county roads in the area as a bypass. This would be only for a short period of time, but it would occur during the height of the vacation season. If desired, could use a local detour with a pipe across this stream that is parallel to the new structure. Either one of the detours, using the county roads, or placing a parallel roadway, would tend to slow traffic down but at least the traffic would still be able to traverse this area to Wallowa Lake.

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

None

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

None

d. Area Land Use and Transportation Plans, and Zoning

None

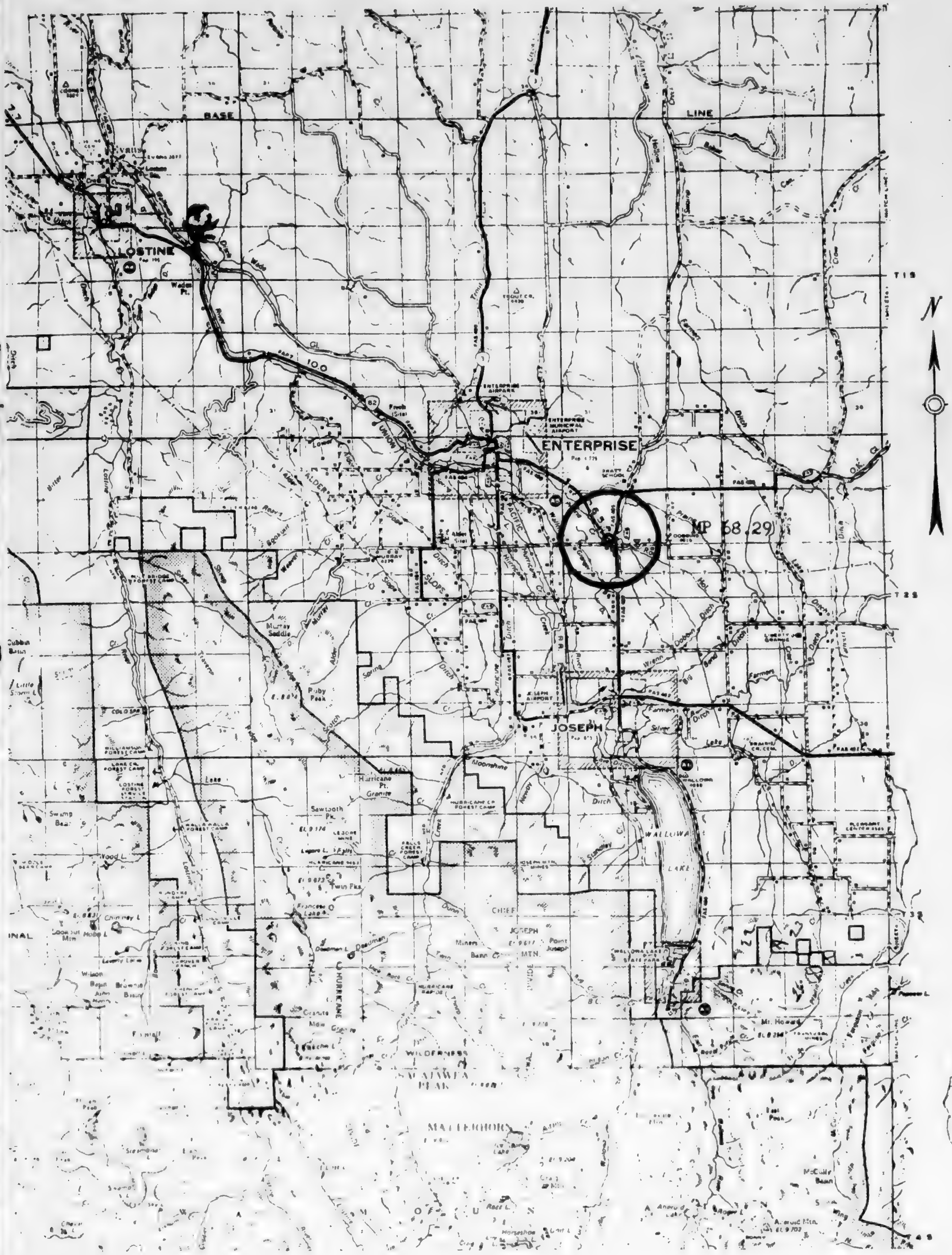
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Replacement of structure at its present location will not affect the surrounding areas. Normally the activity on a project on this type willnot be a bothersome one due to noise, safety,nor contamination of air or water. During the late summer, this stream is very low hence very little fish passage at this point.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


BASE LINE
LOSTINE
ENTERPRISE
Pop. 1,725
ENTERPRISE AIRPARK
ENTERPRISE MUNICIPAL AIRPORT
PRATT SCHOOL
MP 68.29
T1S
T2S
N
JOSEPH
JOSEPH AIRPORT
PACIFIC
ALDER
SLOPE
Murray Saddle
Ruby Peak
Hurricane Pt.
Sawtooth Pk.
Twin Pks
WALLOWA LAKE
WALLOWA LAKE STATE PARK
LIBERTY GRANGE
PRAIRIE CR. CEM.
PLEASANT CENTER SCH.
CHIEF JOSEPH MTN.
Point Joseph
Chimney L.
Frances Lake
Mt. Howard
WILDERNESS
MATTERHORN
Aneroid Mtn.
McCully Basin
Swamp Basin
Ditch
Farmers
Silver
Dobbin
Wrenn
Big Bend
Hurricane Cr.
Lostine
Ditch

9015

2,

STATE OF OREGON

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: The File

DATE: August 28, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

NOTED
H. S. COULTER

SUBJECT: Prairie Creek Bridge #725
Wallowa Lake Highway
Wallowa County

Attached is a copy of a Memo To The Files dated June 1, 1979 outlining various alternatives for the replacement of the subject structure.

The recommendation of this study was to replace the existing bridge with a 24-foot x 12-foot steel superspan on revised alignment shifted to the north to allow construction while carrying traffic on the existing facility. This will provide improved permanent alignment and allow for construction during the tourist months without a significant traffic handling problem.

The estimated cost is $472,000 compared to $482,000 to replace the structure on present alignment with a detour and no improvement in permanent alignment.

This was discussed and approved by Mr. Hunter on June 5, 1979.

DOC:mw
Attachment
cc: w/Attachment
- E. S. Hunter
- H. S. Coulter
- W. E. Schwartz
- D. H. Moehring
- F. E. Terpin
- W. J. Hart
- G. Potter
- J. B. Boyd
- H. Wakerlig
- L. K. Watson

RECEIVED
STATE HWY ENGR
AUG 29'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: June 1, 1979

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Prairie Creek Bridge #725
Wallowa Lake Highway
Wallowa County

The purpose of this project is to replace a narrow bridge over Prairie Creek, at MP 68.29, on the Wallowa Lake Highway. This replacement is to be funded with SBRP funds. The present ADT is 2,100 with a projected ADT of 3,000 by year 2000.

Two series of alternative estimates have been developed: one series for replacement with a 24 foot x 12 foot steel arch pipe and the other series with a 40 foot wide bridge. The proposed typical roadway section consists of two 12 foot travel lanes and 4 foot shoulders. The FHWA has advised the Bridge Section that they will require a 40 foot wide structure if a bridge alternate is selected.

All stream work will have to be completed between June 1 and August 15. Based on the field narrative comments, there may be some opposition to the culvert alternative by the Oregon Fish and Wildlife Commission if a channel change is involved. We do not propose to construct any channel changes and do not feel this should be a big problem.

Bridge Alternates:

Three separate estimates on different alignments were made for the replacement with a 40 foot wide bridge structure:

1. Existing alignment with an on-site detour. No improvement in alignment. Easement required for detour construction.

Overlay work to close gap to Wallowa Highway Overlay project. ———	$380,000 SBRP
	102,000 State
	$482,000

2. Revise alignment to the north from 6° curve to 1° 30' curve to allow construction without detour or staging. Right of way required. Improved alignment gained as well as greatly improved traffic handling.

Overlay work to close gap to Wallowa Highway Overlay project. ———	$575,000 SBRP
	58,000 State
	$633,000

3. Field submitted "L" Line on tangent and 3° curve. No detour required. Right of way required. High powered alignment.

$1,028,000

Steel Arch Pipe Alternates:

Estimates were figured for only two alignments. A culvert was not considered on the field "L" Line due to a channel change that would be required and the previously stated objection by the Fish and Wildlife Commission:

1. Existing alignment with detour. No improved alignment. Easement required for detour construction.

Overlay work to close gap to Wallowa Highway Overlay project. ——— $261,000 SBRP
102,000 State
$363,000

2. Revise alignment to north from 6° curve to 1° 30' curve. Right of way required. Improved alignment gained. The use of a gabion wall between the existing structure and the new alignment will eliminate a staging requirement. Without the gabion wall staging is required. Costs are approximately the same.

Overlay work to close gap to Wallowa Highway Overlay project. ——— $414,000 SBRP
58,000 State
$472,000

It is recommended that the bridge be replaced by a 24 foot x 12 foot steel superspan on revised alignment shifted to the north to allow construction while carrying traffic on the existing facility. This will provide improved permanent alignment and allow for construction during the tourist months without a significant traffic handling problem. The estimate cost is $472,000.

DOC:cj
cc: L. K. Watson

6/2/79
Discussed with Ed Hunter this date. He concurred with recommendation.

9275

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

August 14, 1979

J. H. Versteeg
Road Design Engineer

File 50596 -Eggleson
Prairie Creek Bridge Section
Wallowa Lake Highway
Wallowa County

Attached is a description, an authorization, and prints for the subject project, scheduled for January 24, 1980.

ORIGINAL SIGNED BY
W. H. WAKERLIG
By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

RECEIVED
AUG 14 1979
ROAD DESIGN SECTION

___Versteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

Do Not File ☐
Return To___
Bring up___/___/___
Action___

STATE OF OREGON

ROAD DESIGN SECTION
DEPT.

378-6558
TELEPHONE

INTEROFFICE MEMO

TO: THE FILES

DATE: June 20, 1979

FROM: Lyle K. Watson
Lyle K. Watson

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway
Wallowa County

Mr. Brent Forsberg, Department of Fish and Wildlife, met with us on June 20, 1979. We presented our proposal of replacing the existing bridge with a 24-foot x 12-foot super span or arch pipe culvert on revised alignment. He gave us verbal approval on the proposed culvert pipe, and in-stream work. Final plans will be submitted in the usual manner for their approval.

Approximate dates for the in-stream work will be between June 1 and August or September 15.

LKW:mw
cc: E. S. Hunter
W. Hart
W. E. Schwartz
J. J. Miller
Brent Forsberg, Fish & Wildlife

1 Versteeg
Anderson
2 Christ
Olson
Sullivan
Turpin
2 T
W

RECEIVED
JUN 20 1979
ROAD DESIGN SECTION

Do Not
Return To
Action

7095

Prairie Cr. Br.

WALLOWA COUNTY ROAD DEPARTMENT

ENTERPRISE, OREGON 97828

MERLIN "SKIP" LOVELL
ROAD SUPERINTENDENT

May 17, 1979

☒ RE ☐ RCE ☐ RME ☒ ROE
cy ☒ RFA 5-18-79 MAY 18 1979 ☐
RECEIVED
REGION 5 OFFICE
cy Schluske

Pat Swart
Oregon State Highway Department
LaGrande, Oregon

Dear Sir:

It is the opinion of the Roadmaster of the Wallowa County Road Department that to build a new bridge on the Eggleson Corner southeast of Enterprise without new alignment is not worth the effort and cost required to survey the re-alignment of the road.

Sincerely,

Skip Lovell

Skip Lovell
Roadmaster

SL/mm

cy - E. S. Hunter - An opinion from Wallowa Co. He says we are going to get some more letters on this.

5-25-79

RECEIVED
TECHNICAL SERVICES
MAY 23 '79
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

10

Marion W. McCrae
Judge

State of Oregon

WALLOWA COUNTY COURT
Office of the Judge
Phone: 503-426-3586

Commissioners:
Gary McFetridge
Jean E. Butler

Enterprise, Oregon 97828

April 13, 1979

Mr. Joseph A. Schlieski
Resident Engineer
Oregon State Highway Division
PO Box 850
La Grande, Oregon 97850

Re: Prairie Creek Bridge
Wallowa Lake Highway
Wallowa County

Dear Mr. Schlieski:

The court has reviewed your request contained in your letter of April 3, 1979 and has conferred with our Roadmaster Skip Lovell concerning the same.

We see no problem with granting your request for permission to use the County road as a detour for approximately three and one-half miles, provided the State Highway Division will repair all potholes in the road, provide proper signs, keep traffic speed down, and assume all liability in the use.

Sincerely,

Marion W. McCrae

MARION W. McCRAE
County Judge

MWM:sp

cc: Wallowa County Road Dept.
Enterprise, Oregon 97828

1 Versteeg ✓
Andersen
Christensen
Olsen
Sullivan
Terpin
2 Trout
Wakerlig

RECEIVED
APR 19 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 9, 1979

FROM: David W. Bryson
Asst. Hydraulics Engineer

David W. Bryson

SUBJECT: Prairie Creek Bridge
M.P. 68.29, Wallowa Lake Hwy.
Wallowa County

TO: FILE

The proposed project will replace an existing 7-span, 137-foot long treated-timber frame trestle structure on the same alignment.

HYDROLOGY

Prairie Creek is a south-north tributary of the Wallowa River and drains an area of approximately 75 square miles above the proposed structure site. No gaging records are available for this creek so the recurrence interval vs. peak discharge relationship listed below was determined from the Grande Ronde River Basin (Zone II) chart contained in the OSHD Hydraulics Manual.

Recurrence Interval	Peak Discharge
100-year	1950 cfs
50-year	1700 cfs
25-year	1450 cfs
10-year	1130 cfs
5-year	900 cfs

The U.S. Geological Survey made a peak flow measurement of 1460 cfs (25-year recurrence interval) on Prairie Creek at Enterprise during the February 1957 flood which was the maximum known flood up to that time. During the December 1964 flood, there was an unsubstantiated report that the discharge through the double 10'x7' RCBC about 1500 feet upstream at Crow Creek Road was carrying 1700 cfs (50-year recurrence interval). To convey this discharge would require a 10.5 foot headwater depth at the box inlet. This headwater depth is possible without overtopping the roadway which is consistent with conditions during the 1964 flood. Therefore it will be assumed that this is a good estimation of the 1964 flood peak discharge.

HYDRAULIC DESIGN

The 50-year flood of 1700 cfs was chosen as the design flood. Estimated highwater elevation at the bridge site based on channel properties during the design flood is elevation 3878.9 feet (MSL).

REFERRED TO

____Beard ____ [illegible] ____
____Cole ____ Sample ____ TW
____Eriksen ____ ✓ Watson ____
____Hager ____ Dorn ____ Lau ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

____ [illegible] ____
I Christensen DC ____
____ George ____
____ Olson ____
____ Terpin ____
____ Sullivan ____
____ Scott ____
____ Anderson ____

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ENGINEERING SECTION

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For a bridge alternate it is suggested that minimum 20 foot bottom be maintained at the bridge site. Assuming 2:1 end slopes with the 20 foot bottom results in a 250 square foot waterway opening below the design highwater. During the design flood a structure with this minimum waterway opening will create approximately 0.5 foot of backwater during the 50-year design flood and approximately 0.7 foot of backwater during the 100-year flood of 1950 cfs.

Listed below is a table of alternate structure sizes which may be used in lieu of a bridge.

Structure Size and Type	Backwater During 50-Year Flood	Backwater During 100-Year Flood
Double 10'-0"x8'-0" RCBC	1.1 feet	2.1 feet
Double 14'-1"x8'-9" Structural Plate Arch	1.4 feet	2.5 feet
24'-0"x12'-0" bottomless Structural Plate Arch	1.2 feet	1.5 feet

The backwater values listed above for the structural plate shapes assumed mitered ends conforming to the fill slopes.

RIPRAP

For the bridge alternate it is suggested that the end slopes be protected with a 12-inch blanket of Class 50 loose riprap. The riprap should be placed in a toe trench. No riprap protection will be required for the box culvert alternate. For the structural plate pipe alternates it is suggested that the embankment slope at the inlet and outlet be protected with a 12-inch blanket of Class 50 loose riprap. For the 24'-0"x12'-0" bottomless arch alternate it is suggested that the bottom be protected with a 12-inch blanket of Class 50 loose riprap. For all of the alternates it is suggested that the existing downstream scour hole be filled with 1.5 to 2 foot diameter boulders.

DWB:ge

cc: Frank Terpin
Duane Christensen
Walt Hart
Jack Davis
W. E. Schwartz

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs / m³/s	1700	1950	1700
Frequency - yrs.	50	100	50
H.W. Elevation Natural Channel ft. / m.	3278.9	3279.5	3278.9
H.W. Elevation Channel Change ft. / m.	—	—	—
Average Velocity fps / mps	7.0	7.3	7.0

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge alternate

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Prairie Creek Bridge
M.P. 68.29, Wallowa Lake Highway
Wallowa County

COMPILED BY: Dave Bryson

DATE: March 8, 1979

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	1700	1950	1700
Discharge - m^3/s			
Frequency – yrs.	50	100	50
H.W. Elevation Natural Channel ft.	3278.9	3279.5	3278.9
H.W. Elevation Natural Channel m.			
Headwater ~~H.W.~~ Elevation ~~Channel Change~~ ft.	3280.1	3281.0	3280.1
Headwater ~~H.W.~~ Elevation ~~Channel Change~~ m.			
Average Velocity fps	8.6	9.4	8.6
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 24'-0" × 12'-0" bottomless structural plate arch

OREGON STATE HIGHWAY DIVISION

HYDRAULICS UNIT

Prairie Creek Bridge
M.P. 68.29, Wallowa Lake Highway
Wallowa County

COMPILED BY: Dave Bryson

DATE: March 8. 1979

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge –	cfs	1700	1950	1700
	m^3/s			
Frequency – yrs.		50	100	50
H.W. Elevation Natural Channel	ft.	3278.9	3279.5	3278.9
	m.			
Headwater ~~H.W.~~ Elevation ~~Channel Change~~	ft.	3280.3	3282.0	3280.3
	m.			
Average Velocity	fps	8.8	10.1	8.8
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 14'-1" × 8'-9" structural plate arch

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Prairie Creek Bridge
M.P. 68.29, Wallowa Lake Highway
Wallowa County

COMPILED BY: Dave Bryson

DATE: March 8, 1979

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	1700	1950	1700
Discharge - m³/s			
Frequency - yrs.	50	100	50
H.W. Elevation Natural Channel ft.	3278.9	3279.5	3278.9
H.W. Elevation Natural Channel m.			
Headwater ~~H.W.~~ Elevation ~~Channel Change~~ ft.	3280.0	3281.6	3280.0
Headwater ~~H.W.~~ Elevation ~~Channel Change~~ m.			
Average Velocity fps	10.6	12.2	10.6
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 10'-0" × 8'-0" RCBC

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Prairie Creek Bridge
M.P. 68.29, Wallowa Lake Highway
Wallowa County

COMPILED BY: Dave Bryson

DATE: March 8, 1979

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2.

FET:lt HSC:ia

bc F. B. Klaboe
W. E. Schwartz
E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
L. E. George
R. L. Schroeder

January 10, 1979

The Honorable Marion W. McCrae
Judge of the Wallowa County Court
Enterprise, OR 97828

Dear Judge McCrae:

Reference your letter of December 8, 1978, and also one from Verne Russell, concerning a possible safety problem on the Prairie Creek Bridge project on the Wallowa Lake Highway.

The Prairie Creek structure is on the Six Year Program in 1978 on the basis of statewide priorities for bridge replacements. The high priority was established because of the anticipated costs needed to maintain the present structure.

The defeat of the two ballot measures that would have provided additional revenue to the Department has left us with insufficient funds to accomplish all the improvements that we would like on the state highway system. Because of the lack of funds, only the most pressing needs can be met.

Our traffic people were asked to review the accident history of the area, and during the five-year period of 1973-1977, only fifteen accidents were reported, none of which resulted in a fatality. Based on this data, neither the replacement of the bridge nor the roadway realignment qualify for construction using funds from federal safety programs.

Attached is a copy of a summary of our accident statistics for the section. If you have information on accidents or other factors we may have overlooked, we would appreciate the opportunity to review it. Unless there are factors that we have overlooked in our accident analysis, it would seem proper to proceed with a project replacing the bridge on the existing alignment.

Thank you for bringing this matter to my attention. I appreciate your concern for improving highway conditions in your area.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Verne H. Russell

.44 & .18
Rdwy. Br.

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
Hwy. No. 10 Rte. No. Ore 82 From M.P. 68.00 } Excluding To M.P. 69.00 } Bridge Period Covered: 1-1-73 to 12-31-77	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1977								1	1				2		1	1		2	
1976			1					1					2		1	1		2	
1975			1						1			1	3		1	2		1	
1974						2							2		1	1		1	
1973										1		1	2		1	1		1	
Total Exc. Bridge			2			2		2	2	1		2	11		5	6		7	
Total On Bridge		1				1			2				4		3	1		3	
Grand Total for Section		1	2			3		2	4	1		2	15		8	7		10	

For. [illegible]E-55. [illegible]

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
Hwy. No. 10 Rte. No. Ore 82 From M.P. 68.27 To M.P. 68.31 Period Covered: 1-1-73 to 12-31-77	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1977									1				1		1			1	
1976													0						
1975						1			1				2		1	1		1	
1974		1											1		1			1	
1973													0						
Total on Bridge		1				1			2				4		3	1		3	

For. [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 27, 1978

FILE:

FROM: J. H. Versteeg
Engineering

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway
MP 68.09 to MP 68.76
Wallowa County

Attached is a rough draft letter to Wallowa County Court regarding the Prairie Creek Bridge Replacement project. There are funds available for the replacement of the bridge in its present location. There are no safety or SBR funds to realign the highway on either side of the structure project.

The primary reason to replace the Prairie Creek Bridge is the anticipated high maintenance costs and to some extent safety. We might fix up the existing structure and wait to some future date when funds were available to do the whole project as outlined by Wallowa County.

JHV:ab

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: J. H. Versteeg
Head of Engineering

DATE: December 27, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway No. 10
M.P. 68.09 to M.P. 68.76
Wallowa County

We have reinvestigated the accident history on the section of the Wallowa Lake Highway No. 10 between M.P. 68.09 and M.P. 68.76. We have separated those accidents which could be attributed to the Prairie Creek Bridge from those which could be attributed to the highway realignment.

For this study, we used five full years of accident data from January 1, 1973 through December 31, 1977. A copy of the accident listing is attached.

Using a cost figure of $224,000 for the bridge replacement and $246,000 for the highway realignment, the safety benefit-cost ratios for these two portions of the project are 0.18 and 0.44, respectively.

With the safety benefit-cost ratios below 1.00, it is not possible to use Title II safety funds for either portion or the total project.

L. E. George
Traffic Engineer Supervisor

DW:ds
Attachment

cc: W. E. Schwartz

___Versteeg___
___Christensen___
___George___
___Olson___
___Terpin___
___Sullivan___
___Scott___
___Anderson___

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DEC 2[illegible]

ENGINEERING
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Marion W. McCrae
Judge

State of Oregon

WALLOWA COUNTY COURT

Office of the Judge
Phone: 503-426-3586

Commissioners:
Gary McFetridge
Jean E. Butler

Enterprise, Oregon 97828

December 11, 1978

Mr. Scott Coulter
Oregon State Highway Engineer
Department of Transportation
Salem, Oregon 97301

Dear Scott:

In reviewing some correspondence between the Wallowa County Court and you, it is apparent that consideration is being given to the replacement of the Prairie Creek Bridge at the existing location.

I am quite concerned that this project should be undertaken without the realignment of this section of the highway and the relocation of the new structure. There is quite a history of accidents in this vicinity, some of which have been fatal. At this point, I am not prepared to say what percentage of these were caused due to the narrow bridge or due to the road alignment. However, I think it would be reasonable to assume that both are contributing factors.

I know that highway construction funds are short and I can certainly sympathize with a short-cut approach to the problem. I would like to see just a little more consideration given to the overall project before any final decision is made.

As you may know, I am no longer the County Roadmaster (since 1974), however, I am still working for the County on the FAS-C projects and bridge inspection and trying to fulfill my obligations as County Surveyor.

The next time I get to Salem, I will stop in.

Thanks, Scott.

Sincerely,

VERNE H. RUSSELL
Federal Aid Coordinator

VHR:sp

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FOR
Info File

Marion W. McCrae
Judge

State of Oregon

WALLOWA COUNTY COURT

Office of the Judge
Phone: 503-426-3586

Commissioners:
Gary McFetridge
Jean E. Butler

Enterprise, Oregon 97828

December 8, 1978

Mr. Scott Coulter
State Highway Engineer
Department of Transportation
Salem, Oregon 97310

Re: Prairie Creek Bridge #725
(Wallowa County)

Dear Mr. Coulter:

It has come to the attention of the Wallowa County Court that the Prairie Creek Bridge construction project is being considered and that it has been proposed to reconstruct the bridge on the existing alignment.

The court does not feel that this is the proper approach to the problem and feels that the bridge should be constructed on a new alignment to eliminate a very hazardous condition which has contributed to numerous accidents in the past. Should the existing alignment be maintained, a new bridge would only be a partial solution. An expenditure of this amount would surely warrant additional funds to correct the alignment as well as the narrow bridge.

We sincerely hope that you will give this your consideration.

Sincerely,

WALLOWA COUNTY COURT

Marion W. McCrae
By
Judge

MWM:sp

HWY ENGR

REFER TO

91-15

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Salem, Oregon
December 27, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

H. S. Coulter
State Highway Engineer

Prairie Creek Bridge
Wallowa Lake Highway
MP 68.09 to MP 68.76
Wallowa County

Attached is a rough draft letter to Wallowa County Court regarding the Prairie Creek Bridge Replacement project. There are funds available for the replacement of the bridge in its present location. There are no safety or SBR funds to realign the highway on either side of the structure project.

The primary reason to replace the Prairie Creek Bridge is the anticipated high maintenance costs and to some extent safety. We might fix up the existing structure and wait to some future date when funds were available to do the whole project as outlined by Wallowa County.

JHV:ab

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STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: J. H. Versteeg
Head of Engineering

DATE: December 27, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway No. 10
M.P. 68.09 to M.P. 68.76
Wallowa County

We have reinvestigated the accident history on the section of the Wallowa Lake Highway No. 10 between M.P. 68.09 and M.P. 68.76. We have separated those accidents which could be attributed to the Prairie Creek Bridge from those which could be attributed to the highway realignment.

For this study, we used five full years of accident data from January 1, 1973 through December 31, 1977. A copy of the accident listing is attached.

Using a cost figure of $224,000 for the bridge replacement and $246,000 for the highway realignment, the safety benefit-cost ratios for these two portions of the project are 0.18 and 0.44, respectively.

With the safety benefit-cost ratios below 1.00, it is not possible to use Title II safety funds for either portion or the total project.

L. E. George

L. E. George
Traffic Engineer Supervisor

DW:ds
Attachment

cc: W. E. Schwartz

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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OREGON STATE HIGHWAY DIVISION — TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
Hwy. No. 10 Rte. No. Ore 82 From M.P. 68.00 } Excluding Bridge To M.P. 69.00 } Period Covered: 1-1-73 to 12-31-77	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1977								1	1				2		1	1		2	
1976			1					1					2		1	1		2	
1975			1						1			1	3		1	2		1	
1974						2							2		1	1		1	
1973										1		1	2		1	1		1	
Total Exc. Bridge			2			2		2	2	1		2	11		5	6		7	
Total On Bridge		1				1			2				4		3	1		3	
Grand Total for Section		1	2			3		2	4	1		2	15		8	7		10	

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.					REMARKS
Hwy. No. 10 Rte. No. Ore 82 From M.P. 68.27 To M.P. 68.31 Period Covered: 1-1-73 to 12-31-77	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1977									1				1		1			1	
1976													0						
1975						1			1				2		1	1		1	
1974		1											1		1			1	
1973													0						
Total on Bridge		1				1			2				4		3	1		3	

STATE OF OREGON

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

INTEROFFICE MEMO

TO: F. E. Terpin
Location Engineer

DATE: October 2, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway No. 10
M.P. 68.09 to M.P. 68.76
Wallowa County

As requested in your letter of September 22, 1978, we have reviewed the accident history on the subject section of the Wallowa Lake Highway.

It is our finding that the reconstruction of the subject section has the potential of reducing a sufficient number of accidents to produce a benefit-cost ratio greater then 1. This would be true at a cost of no more than $300,000. However, this benefit-cost ratio is less than the cutoff we have been using for Title II Projects and is not high enough to qualify for Title II funding.

The one mile section from M.P. 68.00 to M.P. 69.00 ranks number 69 on the 1977 Statewide Rural Priority list.

L. E. George
Traffic Engineer Supervisor

DW:cs

cc: W. E. Schwartz

Wills

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, OR 97850

September 12, 1978

FILE:

FROM: W. E. Schwartz
Region Engineer

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway
Wallowa County

TO:

Frank Terpin
Location Engineer

Salem

Herewith location data for the subject project and estimates for three (3) location lines.

Loc Des Unit recommends 25' super span (on existing alignment) WH

TO CHRISTENSEN
2-16-79

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LOCATION
SECTION

FORM 81-734-3030

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA SEP 8 1978 FILE: ☐
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OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
August 8, 1978

Joe Schlieski
FROM: Joe Schlieski

SUBJECT: Prairie Creek Bridge
Wallowa Lake Highway
Wallowa County

"Location Data"

TO: R. D. Hector
Region Construction Engineer
La Grande

Enclosed find the following location data on the subject project:

✓ 1 1 ~~2~~ - copies - 1"-50 vicinity map for the structure. Bridge
✓ 1"-100 detail map - general highway alignment
1"-50 "P" line alignment & profile Bridge

Mylars for Location Section in Salem and prints for Region

Copies of vicinity map & 1"-100 have been forwarded to the following:
Region Utility Engineer
Region Geologist
Foundation Engineer - Jack Davis
Region R/W Section

1 ~~2~~ - copies - Location Narrative Report
Copies have been distributed to the following:
Region Utility Engineer
Region R/W Section
Foundation Engineer - Jack Davis

✓ ✓ 1 - roll - "P" line x-sections - - 1870 to 1876+50

✓ ✓ 1 - roll - "P" line x-sections - - 1877 to 1883

✓ ✓ 1 - roll - "P" line x-sections - - 1883+50 to 1903

✓ ✓ 1 - roll - Stream profile and x-sections Bridge

✓ ✓ 1 - roll - Print of "L" line RCBC alternate with R/W limits shown

✓ ✓ 1 - book - Fieldnotes - - "P" line transit notes (H. M. Fillmore 76)

✓ ✓ 1 - book - Fieldnotes - - "L" & "P" line level notes, 3 line levels, x-sections (H. M. Fillmore 76)

✓ ✓ 1 - book - Fieldnotes - - stream profile & x-sections, portion of "P" line levels and x-sections (J. A. Schlieski 78)

ORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

FROM:

SUBJECT: Prairie Creek Bridge
"Location Data"

TO: page 2

✓ 1 - copy - Checklist of Hydrologic & Hydraulic data

✓ 2 - copies - Locating Engineer's Statement

✓ 1 ~~2~~ - copies - Title Vl Report

✓ 1 ~~2~~ - copies - Cost Estimate and Quantity Summary (3 alternates)

✓ 1 - pad - Project photos

✓ 1 - map - Proposed detour route

✓ 1 - copy - Traverse Sheet computations Rounds

1 - copy - Project Assessment
1 - copy - Letter From R.D Hector (Sept. 14-78)
1 - Copy - Letter From L.E. George (Oct. 2, 78)
1 - Copy - Letter From H.S. Coulter (Jan. 10, 79)
1 - copy - Estimate
1 - 1" = 100' detail map Rounds

cc: file

1980 Scholl Hwy. @ Allen Blvd. 9096
Sec. in Beaverton.
(Grading, paving & signals)

C+A 7126 9-28-79
6917 3-21-79

[illegible] 7-13-81 File L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Paul Bros., Inc. No. 8781	Cow Creek Safety Rest Area Douglas County	June 5, 1981
Dales Sand & Gravel Co., Inc. No. 9096	Scholls Hwy. @ Allen Blvd. (Beaverton) Washington County	June 5, 1981
R. L. Coats No. 9028	Plainview Rd.-Deschutes River Deschutes County	June 8, 1981
Oceanlake Paving Co. No. 8969	Port Drive (Depoe Bay) Lincoln County	June 12, 1981
Salem Road & Driveway Company No. 9138	Silverton Rd. NE & Lana Ave. (Salem) Marion County	June 16, 1981
Western Const., Inc. No. 8880	Brogan Hill-Brogan Malheur County	June 17, 1981
Weaver Construction Co. No. 9114	Wenaha River (Troy) Bridge Wallowa County	June 18, 1981
Hamilton Construction Co. No. 8989	Beaver Slough (McLean) & Clatskanie Slough (Erickson) Brs.	June 19, 1981
J. C. Compton Co. No. 9133	W. Cascade Locks Intchge.-Herman Creek, Hood River Co.	June 19, 1981
Tice Electric Co. No. 9154	Sandy Blvd. @ 50th & 70th Aves. Multnomah County	June 25, 1981
Hansen Electric Co., Inc. No. 9168	Oregon Coast Hwy. @ N. 22nd St. (Lincoln City) Lincoln County	June 25, 1981
Stach Construction Co. No. 9206	"D" Canal (6th St.) Bridge Klamath County	June 25, 1981
Roy L. Houck Construction Co. No. 8882	Pine St. NE-Academy St. NE (Salem) Marion County	July 7, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Ajax Electric Co. No. 9131	Portland Traffic Signals @ 5 Locations Multnomah County	July 7, 1981
Weaver Construction Co. No. 9231	Pine Creek (Main St.) Bridge Umatilla County	July 7, 1981
Platt-Kozowski Corp. No. 8919	Applegate River Bridge Josephine County	July 7, 1981

July 13, 1981 Keasey
C. T. Keasey
Asst. State Highway Engineer

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 6-22-81	REPORT MADE BY W. C. Farr, FHWA Trainee		PROJECT NO. IX-9234(5)
COMPLETION DATE 11-17-80	ACCEPTANCE DATE BY CONTRACT AGENCY 5-15-81	TIME ELAPSED 94 %	CONTRACT TIME 240
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SCHOLL'S HIGHWAY AT ALLEN BLVD. (BEAVERTON)
SCHOLL'S HIGHWAY
Grading, Paving and Signals

The project provided for a multi-phased (fully actuated) traffic signal with left-turn phase, pedestrian sequence, and fire preemption system. The work included grading, drainage, and paving necessary to widen Allen Blvd. each side of the intersection to provide channelization for turning movements. The project is acceptable.

RECEIVED
STATE HWY ENGR
JUN 23'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original T. P. Lowe		SIGNATURE Engineer G. K. Hossner	
TITLE Area Engineer	DATE 6/23/81	TITLE Field Operations Engineer	DATE 6/23/81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

L.

June 11, 1981

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

CON 5
#9096

Gentlemen:

Contract No. 9096 awarded to Dale's Sand & Gravel Co., Inc. for work on Scholls Highway at Allen Boulevard in Beaverton, Washington County, was completed on May 5, 1981 and accepted by the State Highway Division on June 5, 1981.

Final payment in the amount of $7,924.68 will be released to American Fidelity Fire Insurance Co., c/o Charles Kobin, after June 16, 1981. The total contract amount is $110,367.93 and no work was performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Dale's Sand & Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

Charles Kobin, Attorney
610 S. W. Alder Street
Portland, OR 97205

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haeck
E. L. Hardt

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL
LEO LEVENSON
OF COUNSEL

April 27, 1981

Mr. Jack Sollis
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: American Fidelity Fire Insurance Company

Dale's Sand & Gravel Co.

Job: Scholls Ferry at Allen Blvd.
Contract # 9096
Bond Number: 04 626 2919684

Gentlemen:

We have previously written to you on behalf of our client, American Fidelity Fire Insurance Company requesting that all job proceeds off the above project owing to Dale's Sand & Gravel Co. be paid to our client. We renew this request. We are advised, at this time, that the United States National Bank of Oregon will not claim these proceeds nor object to payment of these proceeds to American Fidelity Fire Insurance Company, as surety. Attached hereto is a copy of letter from James R. Streinz, attorney for USNB, confirming said position. We would request your advice as to the amounts currently due and payable on each of the contracts and when we could expect to receive your check payable to our client. Thank you.

Very truly yours,

KOBIN & MEYER, P.C.

CHARLES L. KOBIN

Charles L. Kobin

Gormsen noted, Sollis to handle above request
Lr.

Encl.
CLK/SMS
cc: William McAllister ✓
Robert W. Gormsen ✓

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
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LEO LEVENSON
OF COUNSEL

April 27, 1981

Mr. Jack Sollis
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: American Fidelity Fire Insurance Company

Dale's Sand & Gravel Co.

Job: Scholls Ferry at Allen Blvd.
Contract # 9096
Bond Number: 04 626 2919684

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Very truly yours,

KOBIN & MEYER, P.C.

CHARLES L. KOBIN

Charles L. Kobin

Gormsen noted, Sollis to handle above request
Jn.

Encl.
CLK/SMS
cc: William McAllister
Robert W. Gormsen ✓

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380

ALLAN R. ABRAVANEL
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
PAUL L. BOLEY
ERNEST BONYHADI
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
KAREN K. CREASON
THOMAS P. DEERING
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG
ROBERT F. HARRINGTON
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST
HENRY H. HEWITT
CHARLES F. HINKLE

ROBERT H. HUNTINGTON
STEPHEN T. JANIK
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE K. MEIER, III
DAVID P. MILLER
GREGORY R. MOWE
HARDY MYERS
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
GEORGE D. RIVES
RICHARD E. ROY
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH
THOMAS B. STOEL
MANLEY B. STRAYER
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE

Counsel
DAVID L. DAVIES
HUGH L. BIGGS

GAIL L. ACHTERMAN
CHARLES F. ADAMS
STEPHEN E. BABSON
MARGARET M. BAUMGARDNER
WILLIAM A. BERG
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN A. BOGDANSKI
JOHN F. BRADACH
HENRY C. BREITHAUPT
DEE K. CARLSON
BERTRAND J. CLOSE
ELIZABETH F. COSGRIFF
NANCY L. COWGILL
E. JOSEPH DEAN
FRANCIS S. DELIA
CHRISTINE L. DICKEY
MARK R. FEICHTINGER
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
BENNETT H. GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
STEPHEN L. GRIFFITH

THOMAS G. P. GUILBERT
KIRK R. HALL
SUSAN M. HAMMER
JOYCE A. HARPOLE
JAMES C. HOWE
PAMELA L. JACKLIN
PETER R. JARVIS
GREGORY F. JENNER
CHARLES S. LEWIS, III
DENNIS LEYBOLD
GREGORY H. MACPHERSON
WILLIAM E. MERRITT
ROBERT J. MOORMAN
THOMAS H. NELSON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LOIS O. ROSENBAUM
STEVEN SCROGGIN
JAMES RAY STREINZ
ANN E. THOMPSON
E. WALTER VAN VALKENBURG
STEPHEN S. WALTERS
TIMOTHY J. WYLDER

April 24, 1981

BY MESSENGER

Mr. Charles Kobin
Kobin & Meyer
Suite 800, 610 SW Alder
Portland, Oregon 97205

Dear Mr. Kobin:

Re: Dale's Sand & Gravel Co.

This letter is to confirm that our client, U.S. National Bank of Oregon has consented to your request that American Fidelity Fire Insurance Co. be paid all withheld funds from the "jobs" listed in Exhibit A, attached hereto. This consent is without prejudice to latter claims and defenses by U.S. National Bank in the Dale's Industries' matter.

Sincerely yours,

James Ray Streinz

James Ray Streinz

JRS:kkq
Attachment

BONDED JOBS

RE: AMERICAN FIDELITY FIRE INSURANCE CO. -- DALE'S SAND & GRAVEL, CO.

JOB NAME	BOND #	DATE OF BOND
NW Pettygrove NW 12th - 14th	04 646 2919643	02/26/80
NW Brazee Street	04 646 2919611	02/12/80
PHASE II - NE Fessenden	04 646 2919745	04/29/80
N. Columbia Way	04 646 2919698	03/12/80
NE Hamlin Avenue	04 646 2919701	02/27/80
Marcum & Cecilia St.	04 646 2919699	03/12/80
Courtney - Girard	04 646 2919697	03/12/80
SW Terwillger Pl	04 646 2919618	02/13/80
SE 190th & Stark	04 646 2919746	04/1980
NE 111th, SE 111th, NE Everett, SE Stark	04 646 2919825	04/23/80
148th Storm Drain	04 646 2919839	05/27/80
Middlebrook - Pacific Highway	04 646 2919650	03/21/80
Scholls Ferry at Allen	04 646 2919684	03/18/80
Portland Golf Club	04 646 2919717	03/31/80
Forest Grove	04 646 2919696	03/19/80
Seneca - Martinazzi	04 646 2919135	08/13/79
City of Cornelius	04 646 2919760	04/1980
City of Tigard	04 646 2919601	02/01/80
King City	04 646 2919786	04/28/80
City of Canby	04 646 2919824	04/14/80
City of Oregon City	04 646 2919764	

#7.76

L.

STATE OF OREGON INTEROFFICE MEMO

TO: Carroll Keasey DATE: April 20, 1981
Assistant State Highway Engineer/Construction

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Final Payment Contract #9096

Attached please find a copy of a letter from the attorney for the bonding company which has been placed in the contract file.

As you will note, as soon as the contract is finalized the remaining balance is to be paid to the bonding company. The attorney for the bonding company has agreed and has the authority to hold the State harmless for any claims on the bond or on the contract by virtue of the State paying funds to the bonding company.

I would therefore urge that the job be completed and finalized as quickly as possible so that payment can be made to the bonding company and we can put this job behind us.

JLS:ls

cc: Bob Gormsen
Jan Peterson
Marion Craft
Bob Church

KOBIN & MEYER , P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

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ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL
LEO LEVENSON
OF COUNSEL

April 14, 1981

Mr. Jack Sollis
Assistant Attorney General
& Counsel
Department of Justice
Highway Legal
113 Transportation Building
Salem, OR 97310

Re: Proceeds due on Scholls & Allen Job
Contract #9096
American Fidelity Fire Insurance Co.
Dale's Sand & Gravel, Co.

Gentlemen:

Confirming our telephone conversation of April 2, 1981 I am requesting that all remaining job proceeds, including all retainages, on this project be sent to our client, American Fidelity, surety under bond issued to the State of Oregon. I have been in touch with Marion Kraft and advised per our meeting in your office of March 25 that the $800 concrete item should be deducted from the final estimate. You confirmed at that meeting on March 25 that the total job proceeds with retainage was $8774.68.

On behalf of American Fidelity we are authorized to represent that American will continue to indemnify and hold you harmless on claims on this bond and by virtue of payment of these job funds to American.

Please send check payable to American Fidelity Fire Insurance Company in care of the undersigned together with a copy of the final estimate and advise of final date for acceptance of job.

Thank you.

Very truly yours,

KOBIN & MEYER, P.C.

Charles L. Kobin

cc: William Thomas, Esq.
CLK/SMS

2.

STATE OF OREGON INTEROFFICE MEMO

TO: File

DATE: March 27, 1981

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Contract #9096

On March 25, 1981 a meeting was held in my office with representatives of Dale's Sand & Gravel, the bonding company for contractor and the Oregon State Highway Division.

I received a memo from Marion Craft on this contract indicating the job was completed except for the repair of a sidewalk ramp which was estimated to be $800.00. Mr. Charles Kobin, from the surety company, indicated he would contact Marion Craft and work out a proposition whereby the State would finish the work with its own forces and deduct this amount from the money due the contractor under this job.

The attorney for the bonding company (Mr. Kobin) indicated he would give the State a hold harmless provision. This would relate to any action by the bank to whom the payments under this contract had been assigned by the contractor, if we would agree to final out the job and pay the remaining money to the bonding company.

As the work to be done is so small, it would seem logical for the State to complete the job, deduct it from the money owed the contractor and after the approptiate guarantee has been furnished by the bonding company final out the job and pay the remaining money due to the bonding company.

The purpose of this memo is to advise all parties concerned that I believe this to be the best method to proceed in order to close out this job. If anyone receiving copies of this memo has any objections, please indicate them as quickly as possible.

JLS:ls

cc: Marion Craft
Carroll Keasey
Bob Church
Bob Gormsen
Vern Skoog

STATE OF OREGON

INTEROFFICE MEMO

TO: JACK SOLLIS
Legal Section

DATE: March 18, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

RECEIVED
[illegible]
LEGAL

SUBJECT: Scholls Hwy. @ Allen Blvd. (Beaverton)
Contract 9096
Contractor: Dales Sand & Gravel, Inc.

The contract work for this project has been completed, but one of the sidewalk ramps is not satisfactory. The concrete has cracked and broken up and needs replacement. Our estimate is $800 to do the corrective work. All other contractor obligations appear to have been met.

MC/cp
cc Hank Rodriguez

$224.65
Paid

L

3-4-81

TO: Jack Sollis

From Bob Gorman

Subject: Dale Sand & Gravel Co.

Contracts 9096 ~~Beaverton~~ Beaverton
Contract 9100 Newberg

Dales Phone # 628 9426

Surety attorney phone 22[illegible] 1107
attorney in [illegible] at
[illegible] Portland.

[illegible] ~~[illegible]~~ Newberg job 9100

[illegible] Beaverton job 9096

[illegible]
[illegible]

[illegible] 9100

5546

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED

February 20, 1981

Mt. Hood Iron Works
5527 N. E. 75th
Portland, OR 97218

Attention: Tom Lawrence

FILED
FEB 23 1981
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9096 and
#9100

Gentlemen:

This will acknowledge receipt of your letters of February 12, 1981, indicating that Dale's Sand and Gravel Company owes you for material in the following amounts in connection with two Highway Division contracts:

Claim Amount: $99.00
Contract No. 9096 for work on Scholls Highway at Allen Boulevard in Beaverton, Washington County.

Claim Amount: $2,508
Contract No. 9100 for work on Middlebrook Street-Pacific Highway West (Newberg) Section of FAU 5885 in Yamhill County.

The American Fidelity Fire Insurance Company, through Northwest Bonding Agency, furnished the bonds on these contracts. We will advise the surety and Dale's Sand and Gravel Company of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when the claims have been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

3-30-81 dmc

cc: Dale's Sand & Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TO: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

NOTICE HEREBY IS GIVEN that the undersigned, TOM LAWRENCE dba MT HOOD IRON WORKS, has a claim for a special grate furnished to DALE'S SAND & GRAVEL CO., INC. in the sum of $99.00 against the bond taken from the AMERICAN FIDELITY FIRE INSURANCE COMPANY for the following project:

Scholls Hwy. @ Allen Blvd. (Beaverton) Section
Scholls Hwy. (FAU 9234)
Washington County
Contract 9096.

DATED: February 12, 1981.

Tom Lawrence
TOM LAWRENCE dba MT. HOOD IRON WORKS

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

David Trachtenberg
Attorney at Law
800 Oregon National Bldg.
610 SW Alder
Portland, OR 97205

RECEIVED
FEB 17 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

NOTICE HEREBY IS GIVEN that the undersigned, TOM LAWRENCE dba MT. HOOD IRON WORKS, has a claim for special grates furnished to DALE'S SAND & GRAVEL CO., INC. in the sum of $2,508.00 against the bond taken from the AMERICAN FIDELITY FIRE INSURANCE COMPANY for the following project:

Middlebrook St. - Pacific Hwy. West (Newberg) Section
Fall 5885 (Stringbrook Street) Highway
Yamhill County
Contract 9100.

DATED: February 12, 1981.

TOM LAWRENCE dba MT. HOOD IRON WORKS

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

David Trachtenberg
Attorney at Law
800 Oregon National Bldg.
610 SW Alder
Portland, OR 97205

9

February 6, 1981

Dale's Sand and Gravel Co., Inc.
P.O. Box 306
Sherwood, OR 97140

Attention: John Kalkhoven
President

Gentlemen:

This is in response to your letter dated January 27 concerning Contracts 9096 and 9100.

We did receive the Assignment of proceeds on these two contracts from you on November 5, 1980. It is the State's policy to obtain the written consent of the surety on all assignment of funds. We, therefore, sent your request to your surety on November 7 and send a copy of our letter to you. Attached is a copy of that letter.

On November 20, we received a letter from Kobin and Meyer (copy attached) stating that the surety would not consent to the assignment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bak

Attachment

bc: Jack Sollis
Jan Peterson

DALE'S
SAND & GRAVEL CO, INC.

P.O. Box 306
Sherwood, OR 97140

January 27, 1981

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, Or 97310

Re: OSHD Contracts 9096 & 9100.

Dear Sir:

We respectfully remind you that all of the proceeds from these contracts have been assigned unto United States National Bank of Oregon, Beaverton Branch, prior to filing of claims against our bonds or notification to you by our surety.

We trust that you would honor the assignments.

We request that copies of all communications with our surety or its representatives regarding these contracts be forwarded to us.

Very truly yours,

DALE'S SAND & GRAVEL CO., INC.

John Kalkhoven, President

c: Wm F. Thomas

Kobin & Meyer

Certified Mail 889982

Note there is no assignment of these proceeds on file in
our accounting office

L.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
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JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO

LEO LEVENSON
OF COUNSEL

January 15, 1981

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Attention: R. W. Gormsen

Re: Dale's Sand & Gravel --
Dale's Industries
Job Names: Scholls and Allen, 9096 Middlebrook, 9100 and
any other job of Dale's with the State of Oregon (none)

Gentlemen:

As attorneys for American Fidelity Fire Insurance Company we request that you advise of all job earnings and retainages currently due and owing and/or to become due and owing on the above jobs or any other jobs that this contractor has with the State. Provide progress estimates in support. Also, advise of acceptance date of job by resolution. If job is not yet formally accepted, advise of status of completion and anticipated acceptance.

We request, at this time, that all jobs monies, including retainages currently due and owing to Dale's be sent, payable to American Fidelity Fire Insurance Company, in care of the undersigned.

Your attention to this matter is appreciated.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

CLK:sms

RECEIVED
DOT DIRECTOR
JAN 19 '81
REFER TO
Info
File

1-22-81
Bob Gormsen called Mr Kobin & handled above requests by phone. (No reply (written) to letter - Gormsen said no money would be released until job is accepted (which would probably be in July 1981) & not to do anything about above assignment of funds in above request until something progresses on job - Gormsen said to file this letter in contract file and no nothing -
fran

both completed - acl NOV   not completed yet   1-21-81

not ready for 3rd notice

99:29

[illegible] ter   Warren Mueller - Salem -

[illegible] rites   Rodriguez Aloha -

9100 - Warren Mueller

when will job be completed   maybe July

city won't accept it.

State " accept it

Feds. " " it

90?? - Rodriguez

completed

[illegible] [illegible]

Surface tolerance not acceptable -

not seen when asphalt warm - Roll it. He will do it -

did it.

Sub contractor - Oregon asphalt Paving -

Poor crew - Stop the job at noon.

aggregate source poor.

5523

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

L.

RECEIVED
NORMA PAULUS
SECRETARY OF STATE

January 12, 1981

IN REPLY REFER TO
FILE NO.: CON 5
#9096

Mr. R. Michael Healey
Attorney at Law
9250 S. W. Tigard Avenue
Tigard, OR 97223

FILED
[illegible]

Dear Mr. Healey:

This letter acknowledges receiving your letter dated December 29, 1980, and Notice of Claim from your client, Tualatin Valley Concrete Company, against the bond on Contract No. 9096. The claim is for labor and materials in the amount of $2,848.50.

The claim states this is in reference to Dale's Sand and Gravel Co., Inc., Contract No. 9096 for work on the Scholls Highway at Allen Boulevard in Beaverton, Washington County.

This letter and the Notice of Claim will be sent to the Secretary of State for filing. Identical copies will be sent to the surety and the prime contractor.

Please notify this office when your client's claim has been satisfied.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:bak

cc: Dale's Sand & Gravel Co., Inc.
18600 S. W. Pacific Highway
Sherwood, OR 97140

American Fidelity Fire Insurance Co.
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

ED 0
1-20-81 dmc

CHARLES J. McCLURE
ATTORNEY AT LAW
9250 S.W. TIGARD AVENUE
TIGARD, OREGON 97223
TELEPHONE (503) 639-4108

CHARLES J. McCLURE
R. MICHAEL HEALEY

December 29, 1980

Robert Gormsen
Manager of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: State Project 9096 - Dale's Sand & Gravel Co. Contract for grading, paving and installation of signals at or near Scholls Ferry Road and Allen Blvd., in the City of Beaverton, Oregon

Dear Mr. Gormsen:

Enclosed is a Notice of Claim filed by Tualatin Valley Concrete Company against the bond taken from Dale's Sand & Gravel Co., Inc. as principal and American Fidelity Fire Insurance Company as surety in the sum of $2,848.50.

Very truly yours,

R. Michael Healey

RMH/dd
Enclosure

cc: C. Kobin
L. Ochs
Dale's Sand & Gravel Co.

NOTICE OF CLAIM

TO: Robert Gormsen, Manager of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that the undersigned, Tualatin Valley Concrete Company, has a claim for labor and materials furnished in the installation and construction of curbs and concrete corners in the sum of $2,848.50 against the bond taken from Dale's Sand & Gravel Co., Inc. and American Fidelity Fire Insurance Company for the work of grading, paving and installation of signals on State Project 9096 at or near the area of Scholls Ferry Road and Allen Boulevard within the City of Beaverton, State of Oregon.

TUALATIN VALLEY CONCRETE COMPANY,
an Oregon corporation

By Lewis J Ochs
Lewis J. Ochs, President

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION SCHOLLS HWY. AT ALLEN BLVD.		WEEK ENDING DECEMBER 20, 1980
		SECTION PREFIX 134-1041
HIGHWAY SCHOLLS (FAU-9234)		COUNTY WASHINGTON
NAME OF JOB SCHOLLS HWY. AT ALLEN BLVD.	KIND OF WORK GRADING, PAVING AND TRAFFIC SIGNALS	
CONTRACTOR DALE'S SAND & GRAVEL COMPANY, INC.	CONTRACT NUMBER 9096	FEDERAL AID PROJECT NUMBER 1X-9234(5)
DATE OF CONTRACT MARCH 11, 1980	DATE WORK STARTED JUNE 24, 1980	XXXXXXD COMPLETION DATE NOVEMBER 17, 1980
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 240	WORK DAYS USED CALENDAR DAYS USED 225
PROJECT AUTHORIZATION: $ 135,296.34	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94
EXCLUSIVE OF ENGINEERING $ 110,069.82	ENGINEERING AUTHORIZATION $ 12,613.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 110,069.82	ENGINEERING COST TO DATE $ 15,182.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: NOVEMBER 17, 1980

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

[illegible]	TRAFFIC SIGNALS							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	CLOUDY	0	0	
MONDAY	15	CLOUDY	0	0	
TUESDAY	16	CLOUDY	0	0	
WEDNESDAY	17	CLOUDY	0	0	
THURSDAY	18	CLOUDY	0	0	
FRIDAY	19	CLOUDY	0	0	
SATURDAY	20		0	0	

RECEIVED
[illegible] 1980
CONSTRUCTION BRANCH
Richards
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

14 SUNDAY	NO ACTIVITY.
15 MONDAY	NO ACTIVITY.
16 TUESDAY	NO ACTIVITY.
17 WEDNESDAY	MINOR CORRECTIVE WORK.
18 THURSDAY	NO ACTIVITY.
19 FRIDAY	NO ACTIVITY.
20 SATURDAY	

REMARKS

STATUS TO DATE: PROJECT COMPLETE.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

4

December 19, 1980

Mr. R. Michael Healey
Attorney at Law
9250 S. W. Tigard Avenue
Tigard, OR 97223

COM 5
#9096 and 9100

Dear Mr. Healey:

As requested by phone, we are attaching certified copies of the following contracts and bonds with Dale's Sand and Gravel Co., Inc.:

Contract No. 9096 for grading, paving and signals on Scholls Highway at Allen Boulevard in Beaverton, Washington County.

Contract No. 9100 for grading and paving on Middlebrook Street-Pacific Highway West in Newberg, Yamhill County.

If we can be of any further help, please give us a call.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Atts.

bc Jack Sollis

L.

December 18, 1980

Mr. Charles L. Kobin
Attorney at Law
610 S. W. Alder Street
Portland, OR 97205

CON 5
#9096 and 9100

RE: Contract 9096 - Dales Sand & Gravel Co., Inc.
Scholls Highway at Allen Boulevard in Beaverton

Contract 9100 - Dales Sand & Gravel Co., Inc.
Middlebrook St.-Pacific Highway West Sec. in Newberg

Dear Mr. Kobin:

In response to your letters of December 4 and 8 concerning the above contracts, we are attaching copies of the contract payment vouchers pertaining to Estimates 1 through 7 on Contract 9100 and copies of contract payment vouchers pertaining to Estimates 1 through 4 on Contract 9096.

Also attached is a summary of the dates these payments were mailed.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Atts.

bc Robert Church
Jan Peterson
Jack Sollis

SUBJECT: Contracts 9096 & 9100

Payments made to Dale's Sand & Gravel and the above contracts were as follows:

Contract 9096

Estimate #	Amount	Date Mailed
1	$ 4,428.42	7/8/80
2	17,423.95	8/6/80
3	52,259.69	10/15/80
4	28,331.19	11/13/80

Contract 9100

1	$ 32,828.20	5/12/80
2	41,364.68	6/16/80
3	28,791.65	7/16/80
4	16,992.41	8/14/80
5	39,987.88	9/12/80
6	142,448.70	10/22/80
7	17,677.04	11/17/80

JP:cw

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO

LEO LEVENSON
OF COUNSEL

December 8, 1980

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

Re: Contract No.: 9096 -- Scholls Highway at Allen Blvd.
Bond No.: 04 646 2919684

Contract No.: 9100 -- Middlebrook Street - Pacific Highway West (Newberg Section)
Bond No.: 04 646 2919650

Dear Mr. Gormsen:

Thank you for your letter of November 25, 1980. Please ask your engineering department to provide copies of Contract estimates for each of the contract progress payments listed in your letter.

Thank you.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

CLK:sms

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
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JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
LEO LEVENSON
OF COUNSEL

December 4, 1980

Robert W. Gormsen
Commission Services
State of Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Re: CON 5
#9096 & 9100
American Fidelity Fire Insurance Co.
Dale's Sand & Gravel

Dear Mr. Gormsen:

Please provide copy of all contract estimates on each of the above projects and information re payment date on each.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

CLK:sms

RECEIVED
DEC 5 - 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9016

134-1041

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ST VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED 12-17-81		FHWA VOUCHER NO.
APPROPRIATION		FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon		PAID BY *(For use of Paying Office)*
ADDRESS Capitol Bldg. Salem, OR 97310		

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 2-6-80	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. IV-9234(5)
	TO 6-23-81	☒ FINAL VOUCHER (*)	

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 2,600.20	$ 2,423.89	85.00%	$ 2,060.31	$ 2,060.31	$ 0.00
129,713.86	127,503.08	85.00%	108,377.62	108,377.62	0.00
$132,314.06	$129,926.97	85.00%	$110,437.93	$110,437.93	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY Oregon	DATE	BY	DATE 12/17/81	BY V.J. Skoog, Controller	DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

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TOTAL TO DATE JOB COST SUMMARY                                            FEBRUARY 1982        PAGE  [illegible]

                                                                               FISCAL            GRAND TOTAL      ACT [illegible] YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         TO DATE        BEG     END
                                   134  1038     920    00 P 1                                       14.36          80      80
                                   134  1038     948    00 P 1                          6.76          6.76          82      82
                                                 TOT    P1          185 [illegible]  [illegible]901.4[illegible]  [illegible]
                                                 TOT    N1                          3,279.30     [illegible]90
                                              ** JOB TOTALS **       185.92  **    58,180.73  **  [illegible]5 503.79  **

  SCHOLLS HW [illegible]        [illegible] NO 9096 * FR PROJ NOS X1 [illegible]
                                   134  1041     201    00 P 1                                   [illegible]
                                   134  1041     201    00 P 8                                   [illegible]
                                   134  1041     201    00 N 1                                   [illegible]
                                   134  1041     204    00 P 1                                   [illegible]
                                   134  1041     204    00 P 8                                   [illegible]
                                   134  1041     206    00 N 1                                   [illegible]
                                   134  1041     206    00 N 8                                   [illegible]
                                   134  1041     240    04 N 1                                   [illegible] 36
                                   134  1041     270    01 P 1                                   [illegible] 84
                                   134  1041     270    02 P 1                                      170 55          80
                                   134  1041     270    02 P 8                                   [illegible] 56     80
                                   134  1041     285    03 P 1                                   [illegible] 11     80
                                   134  1041     296    00 N 9      1 39CR        7 390.92CR     [illegible]437.93CR  80
                                   134  1041     298    00 N 9      1 79          [illegible]890.92  [illegible]437 93  80  82
                                   134  1041     900    00 P 1                      337.6[illegible]  [illegible]452 07  80  82
                                   134  1041     900    00 P 8                          4 96      [illegible] 18    80      81
                                   134  1041     900    00 N 1                      [illegible]07 57     116.75     80      82
                                   134  1041     900    00 N 8                      [illegible]          171 00     80      81
                                   134  1041     911    00 P 1                                   [illegible]
                                   134  1041     911    00 P 8
                                   134  1041     915    00 P 1
                                   134  1041     915    00 P 8
                                   134  1041     920    00 P 1                        12.80CR    [illegible]        80
                                   134  1041     920    00 P 8
                                   134  1041     920    00 N 1
                                   134  1041     920    00 N 8
                                   134  1041     941    00 P 1
                                   134  1041     941    00 P 8
                                   134  1041     944    00 P 1                                   [illegible] 85             81
                                   134  1041     944    00 P 8                                   [illegible]                81
                                   134  1041     945    00 P 1                                   [illegible] 62     81      81
                                   134  1041     945    00 P 8                                   [illegible] 64     81      81
                                   134  1041     946    00 P 1                       140 [illegible]  [illegible] 60  81   81
                                   134  1041     946    00 P 8                        13 86          23 49      81      81
                                   134  1041     948    00 N 1                        69.4[illegible]  69 4[illegible]  82  82
                                                 TOT    P1                       152.91CR     [illegible]566 08
                                                 TOT    P8                        23.22         2,423.89
                                                 TOT    N1                       489 80         2 280.21
                                                 TOT    N8                          3.23          176 31
                                              ** JOB TOTALS **               **   363.34  **  [illegible]  **
```

4016

134-1041

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

12-17-81

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 2-6-80

TO 6-23-81

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IV-9234(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 2,600.20 129,713.86	$ 2,423.89 127,503.08	85.00% 85.00%	$ 2,060.31 108,377.62	$ 2,060.31 108,377.62	$ 0.00 0.00
$132,314.06	$129,926.97	85.00%	$110,437.93	$110,437.93	$ 0.00

RECEIVED DIVISION OFFICE

BY Oregon DATE

DIVISION OFFICE REVIEW MADE

BY DATE 12/17/81

PASSED FOR PAYMENT

BY V.J. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Scholls Hwy. at Allen Blvd. (Beaverton) Scholls Highway Washington					
	Construction Type Code Y008 Channelization					
	Final Contract Payment Summary		Lump Sum		$ 57,007.93	
SFO	#1 Permanent Pavement Striping (State)		All Required		733.84	
SFO	#2 Relocate existing permanent signs (State)		All Required		233.11	
SFO	#3 Relocate fire hydrant (City of Beaverton)		All Required		687.11	
					$ 58,661.99	
	Type Code Y031 Traffic Signal					
	Final Contract payment summary		Lump Sum		54,210.00	
	Total Participating Construction				$112,871.99	
	Construction Engineering					
	State		All Required		16,930.80	
	Misc Project Cost					
	Audit Expense		All Required		124.18	
	Total Participating Cost				$129,926.97	
	Nonparticipating Cost					
	Final Contract Payment Summary		Lump Sum		(850.00)	
	Interest on Final Payment		All Required		44.91	
	Construction Engineering		All Required		2,301.82	
SFO	#4 Replace sidewalk ramp		All Required		890.36	
	Total Nonparticipating Cost				$ 2,387.09	
	Total Project Cost				$132,314.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/17/81.					
	AMOUNT CARRIED FORWARD . .					

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[illegible] SUMMARY                                                              FEBRUARY 1982          PAGE  120

                                                                                     FISCAL              GRAND TOTAL      ACTIVE YRS
[illegible] DEPARTMENT          PREFIX       FUNCTION   GR   CURRENT MONTH      YEAR TO DATE             TO DATE         BEG    END
                              134   1038     920       00 P 1                                                 14.36       80     80
                              134   1038     948       00 P 1                              6.76               6.76       82     82
                                             TOT       P1            185.92           54,901.43        [illegible]226.19
                                             TOT       N1                              3,279.30        [illegible]277.60
                                          ** JOB TOTALS **          185.92   **      58,180.73   **    [illegible]5,503.79   **

[illegible]                                                                                            [illegible]
                              134   1041     201       00 P 1                                            [illegible]767.93              81
                              134   1041     201       00 P 8                                                450.00
                              134   1041     201       00 N 1                                                350.00CR
                              134   1041     204       00 P 1                                                351.06CR
                              134   1041     204       00 P 8                                                351.06       80     81
                              134   1041     206       00 N 1                                                 40.87       81     81
                              134   1041     206       00 N 8                                                  4.04       81     81
                              134   1041     240       04 N 1                                                890.36       81     81
                              134   1041     270       01 P 1                                                733.84       80     81
                              134   1041     270       02 P 1                                                170.55       80     81
                              134   1041     270       02 P 8                                                 62.56       80     81
                              134   1041     285       03 P 1                                                687.11       80     81
                              134   1041     296       00 N 9          1.39CR          7,890.92CR          110,437.93CR     80     82
                              134   1041     298       00 N 9          1.79            7,890.92             10,437.93       80     82
                              134   1041     900       00 P 1                              337.63CR          14,452.07       80     82
                              134   1041     900       00 P 8                                4.96             1,457.18       80     81
                              134   1041     900       00 N 1                              407.57             2,116.75       80     82
                              134   1041     900       00 N 8                                1.96               171.00       80     81
                              134   1041     911       00 P 1                                                  72.65       81     81
                              134   1041     911       00 P 8                                                   7.18       81     81
                              134   1041     915       00 P 1                                                 113.01       80     81
                              134   1041     915       00 P 8                                                  11.17       80     81
                              134   1041     920       00 P 1                               12.80CR            115.78       80     31
                              134   1041     920       00 P 8                                1.2[illegible]CR   11.46       80     31
                              134   1041     920       00 N 1                               12.8[illegible]    12.80              81
                              134   1041     920       00 N 8                                1.2[illegible]     1.27              81
                              134   1041     941       00 P 1                              [illegible]        181.13       81     81
                              134   1041     941       00 P 8                              [illegible]6        17.91       81     81
                              134   1041     944       00 P 1                                                 123.85       81     81
                              134   1041     944       00 P 8                                                  12.24       81     81
                              134   1041     945       00 P 1                                                 198.62       81     81
                              134   1041     945       00 P 8                                                  19.64       81     81
                              134   1041     946       00 P 1                              140.19             237.60       81     81
                              134   1041     946       00 P 8                               13.86              23.49       81     81
                              134   1041     948       00 N 1                               69.43              69.43       82     82
                                             TOT       P1                                  152.91CR          127,503.08
                                             TOT       P8                                   23.22             2,423.89
                                             TOT       N1                                  489.80             2,280.21
                                             TOT       N8                                    3.23               176.31
                                          ** JOB TOTALS **                    **          363.34   **        132,383.49   **
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TOTAL TO DATE JOB COST SUMMARY                                                    FEBRUARY 1982        PAGE  12

                                                                                     FISCAL            GRAND TOTAL       ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT         PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE         BEG    END
                                     134    1038       920       00 P 1                                    14.36          80     80
                                     134    1038       948       00 P 1                       6.76          6.76          82     82
                                                       TOT       P1          185.92      54,901.43      [illegible]
                                                       TOT       N1                       3,279.30      [illegible]
                                                    ** JOB TOTALS **         185.92  **  58,180.73  **  [illegible]5,503.79  **

  SCHOLLS HWY @ ALLEN [illegible]    [illegible]NT NO 9096 * FR PROJ NOS X1 [illegible]
                                     134    1041       201       00 P 1                                 [illegible]
                                     134    1041       201       00 P 8                                    [illegible]50.00
                                     134    1041       201       00 N 1                                    [illegible]0.00CR
                                     134    1041       204       00 P 1                                    [illegible]51.06
                                     134    1041       204       00 P 8                                    [illegible]51.06
                                     134    1041       206       00 N 1                                    [illegible]40.87
                                     134    1041       206       00 N 8                                         4.04
                                     134    1041       240       04 N 1                                    [illegible]90.36
                                     134    1041       270       01 P 1                                    [illegible]733.84
                                     134    1041       270       02 P 1                                       170.55          80
                                     134    1041       270       02 P 8                                        62.56          80
                                     134    1041       285       03 P 1                                       687.11          80
                                     134    1041       296       00 N 9          1.39CR      7,390.93CR     [illegible]437.93CR       80
                                     134    1041       298       00 N 9          1.79        7,890.92       [illegible]437.93         80
                                     134    1041       900       00 P 1                         337.63CR     [illegible]452.07         80     82
                                     134    1041       900       00 P 8                           4.96       [illegible]457.18         80     81
                                     134    1041       900       00 N 1                         [illegible]07.57     [illegible]116.75         80
                                     134    1041       900       00 N 8                         [illegible]         121.00          80
                                     134    1041       911       00 P 1                                    [illegible]65
                                     134    1041       911       00 P 8                                    [illegible]18
                                     134    1041       915       00 P 1                                    [illegible]01
                                     134    1041       915       00 P 8                                    [illegible]17
                                     134    1041       920       00 P 1                         12.60CR      [illegible]15.78         80
                                     134    1041       920       00 P 8                                    [illegible]
                                     134    1041       920       00 N 1                                    [illegible]
                                     134    1041       920       00 N 8                                    [illegible]
                                     134    1041       941       00 P 1                                    [illegible]
                                     134    1041       941       00 P 8                                    [illegible]91
                                     134    1041       944       00 P 1                                    [illegible]85
                                     134    1041       944       00 P 8                                    [illegible]24
                                     134    1041       945       00 P 1                                    [illegible]98.62          81     81
                                     134    1041       945       00 P 8                                    [illegible]64          81     81
                                     134    1041       946       00 P 1                         140.[illegible]     [illegible]60          81     81
                                     134    1041       946       00 P 8                          13.86          23.49          81     81
                                     134    1041       948       00 N 1                          69.43          69.43                 82
                                                       TOT       P1                         152.91CR     [illegible]503.08
                                                       TOT       P8                          23.22        2,423.89
                                                       TOT       N1                         489.80        2,280.21
                                                       TOT       N8                           3.23          176.31
                                                    ** JOB TOTALS **                 **     363.34  **  [illegible]383.49  **
```

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS
X
☐ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 1-9-79 TO 2-6-80

FEDERAL AID PROJECT NO. IX-M-9234(3)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
W36	$10,136.10	$10,136.10	88.15%	$ 8,934.97	$ 8,934.97	$ 0.00
823	4,824.06	4,824.06	85.00%	4,100.45	4,100.45	0.00
	$14,960.16	$14,960.16		$13,035.42	$13,035.42	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 8/21/80	BY V.E. Skoog, Controller DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Scholls Hwy @ Allen Blvd. Section Washington County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$14,960.16	
	Total Project Cost				$14,960.16	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/17/80.					
	AMOUNT CARRIED FORWARD . . .					

GPO 944 892

5590

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 22 1980
NORMA PAULUS
SECRETARY OF STATE

December 17, 1980

IN REPLY REFER TO
FILE NO.:
CON 5
#9096

RECEIVED
DEC 22 1980
NORMA PAULUS
SECRETARY OF STATE

K. F. Jacobsen & Co., Inc.
P. O. Box 02215
Portland, OR 97202

Attention: Donald R. Donovan
General Manager

Gentlemen:

This will acknowledge your Notice of Claim dated December 9, 1980, in the amount of $26,000, subject to final estimate quantities, for labor, services and material against the bond on Contract No. 9096.

The claim states this is in reference to the Dale's Sand and Gravel Co., Inc., Contract No. 9096 for work on the Scholls Highway at Allen Boulevard in Beaverton.

This letter and your claim will be sent to the Secretary of State's office for filing. Identical copies will also be sent to the contractor and to the surety.

Please notify this office when your claim has been paid.

Sincerely,

NOTED ON [illegible]
[illegible]

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97005

Dale's Sand & Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

K. F. JACOBSEN & CO. INC.
GENERAL CONTRACTORS
4315 S. E. McLOUGHLIN BLVD.
P. O. BOX 02215
PORTLAND, OREGON 97202

Office 239-5532
Plant 282-0983

NOTICE OF CLAIM

TO: State of Oregon
Dept. of Transportation
Transportation Building
Salem, Oregon 97310
Attn: Robert W. Gormsen
Commission Services

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $26,000.00, subject to final estimate quantities, against the bond posted by Dale's Sand and Gravel Co., Inc., 18600 S. W. Pacific Highway, Sherwood, Oregon, 97140, as principal, and American Fidelity Fire Insurance Company Bond No. 04/646/2919684, as surety, for asphaltic concrete paving on job known as Scholls Hwy. at Allen Blvd., O.S.H.D. Contract No. 9096, Oregon, and against any amount yet unpaid to the above Contractor by reason of his contract with said public body for the above described labor, services and material.

DATED: December 9, 1980.

K. F. JACOBSEN & CO., INC.

BY Donald R Donovan
Donald R. Donovan
General Manager

CC: Dale's Sand & Gravel Co., Inc.

American Fidelity Fire Insurance Co.
C/O Northwest Bonding
P. O. Box 1448
Beaverton, Oregon 97005

CERTIFIED MAIL

CERTIFIED
No.
MAIL

[illegible]

L.

CHARLES J. McCLURE
ATTORNEY AT LAW
9250 S.W. TIGARD AVENUE
TIGARD, OREGON 97223
TELEPHONE (503) 639-4108

CHARLES J. McCLURE
R. MICHAEL HEALEY

December 15, 1980

[illegible]

Mr. John Kalkhoven
Dale's Sand & Gravel Co.
18600 S. W. Pacific Highway
Sherwood, Oregon 97140

Re: Tualatin Valley Concrete Co.

Dear Mr. Kalkhoven:

This office represents Tualatin Valley Concrete Co. What follows is a list of projects undertaken by Tualatin Valley Concrete at your request and a list of the amounts billed and the amounts left owing on each of those projects:

Description	Amount Billed	Balance Owed
State Project 9096 - Scholls Ferry Road and Allen Blvd. (concrete curbs and corners installed)	$ 2,848.50	$ 2,848.50
State Project 9100 - Springbrook and Pacific Highway--Middlebrook Street. (Installation of concrete islands, driveways, sidewalks, and curbs.)	52,123.64	27,261.93
Southern Pacific Beaverton Industrial Park Project (Installation of concrete sidewalks, driveways, and pedestrian ramps)	91,682.95	19,886.73
City of Portland--Southwest Terwilliger Blvd. (Installation of curbs and driveway)	2,480.17	2,480.17
City of Portland--private drive	655.80	655.80
City of Tualatin--parking lot installed (Urban Renewal Agency)	6,168.80	6,168.80
City of Tualatin--replacement of curb at Buckhorn and S. W. 93rd Street in Tualatin	300.00	300.00
	TOTAL BALANCE OWING:	$59,601.93

Mr. John Kalkhoven
Re: Tualatin Valley Concrete Co.
December 15, 1980

Page Two

I have contacted each and every private party and public agency involved in the above-mentioned projects, and they have indicated that there are no problems with the work performed by Tualatin Valley Concrete Company. Consequently, I am aware of no reason why Tualatin Valley Concrete Company should not be paid the full $59,601.93 they are due by Dale's Sand & Gravel Co.

Therefore, if within 10 days of this letter our office does not receive the full $59,601.93 owed by Dale's Sand & Gravel Co. to Tualatin Valley Concrete Company, I have been instructed to take every legal measure necessary to collect all monies owed to my client.

If you have any questions, I suggest you contact your attorney immediately.

Very truly yours,

R. Michael Healey

RMH:jbg
cc's: Mr. Charles Kobin
City of Portland (Auditor)
✓ Mr. R. Gormsen, Dept. of Transportation
Mr. M. McKillips, City of Tualatin

December 4, 1980

Mr. Charles L. Kobin
Kobin & Meyer
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

COM 5
#9096 & #9100

RE: Contract No. 9096
Scholls Highway at Allen
Boulevard (Beaverton) Section

Contract No. 9100
Middlebrook Street-Pacific Highway
West (Newberg) Section

Dear Mr. Kobin:

We have received your letters of November 21 confirming your verbal notification that no further payments should be made to Dale's Sand and Gravel Company, Inc., on the above two contracts without written consent from the surety.

Our Accounting Section advises the following regarding monies due on the contracts:

Contract No. 9096	1) $5,391.75 retainage 2) Approximately $8,709 to complete the contract
Contract No. 9100	1) $16,846.87 retainage 2) Approximately $50,334 to complete the contract

We will continue to hold payment on these contracts until further notification from you.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: American Fidelity Fire Ins. Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Dale's Sand & Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

bc: Jack Sollis
Bob Church
Jan Peterson

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
LEO LEVENSON
OF COUNSEL

November 21, 1980

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310
ATTENTION: R. W. Gormsen

Re: Bond Number: 04 646 2919684

Job : Allen Blvd. - Scholls Ferry Highway

Gentlepersons:

As attorneys for American Fidelity Fire Insurance Co., we hereby advise that no further monies should be paid out to Dale's Sand & Gravel, on above contract without written consent from American Fidelity Fire Insurance Co., surety.

Please advise the undersigned upon receipt of this letter of any monies currently owing or to become due on above contract.

$5,291.95

If you have any questions, don't hesitate to advise.

Very truly yours,

KOBIN & MEYER

CK

Charles L. Kobin

CLK:sms

November 25, 1980

Kobin & Meyer
Attorneys at Law
Suite 800, 610 S.W. Alder St.
Portland, OR 97205

COM 5
#9096 &
#9100

Attention: David R. Trachtenberg

RE: Department of Transportation Contract
Nos. 9096 and 9100
Your Client: American Fidelity Fire Ins. Co.

Gentlemen:

This confirms your letter dated November 20 stating that the surety will not consent to an assignment of any funds payable on the Dale's Sand & Gravel Co., Inc. contracts shown above. No assignments have been made.

You advised this office by phone on November 21 to withhold payment until further notice. You stated you would send a letter confirming this notification.

The Accounting Section records show that four payments totaling $102,443.25 have been made on Contract No. 9096 and seven payments totaling $320,090.56 have been paid on Contract No. 9100.

The Construction Section records show Contract No. 9096 substantially complete as of November 17, 1980, and Contract No. 9100 substantially complete as of October 23, 1980. Neither contract has been accepted by the State Highway Division. No claims have been filed with this office on either contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kkr

cc: American Fidelity Fire Ins. Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Dale's Sand & Gravel Co., Inc.
18600 SW Pacific Hwy.
Sherwood, OR 97140

bc: Jack Sollis
Bob Church
Jan Peterson

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
LEO LEVENSON
OF COUNSEL

November 20, 1980

Mr. Robert W. Gormsen
Commission Services
Oregon State Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Contract Nos. 9096 and 9100

Your letter to Dennis Gilbert of November 7, 1980, has been referred to this office.

We are attorneys for American Fidelity Fire Insurance Co.

American Fidelity Fire Insurance Company has advised us to advise you that they will not consent to the assignment of any funds on either these contracts or any other contracts which Dale's Sand & Gravel Company may have with the State Highway Department.

We trust this satisfies your request.

Additionally, we would request at this time, on behalf of the surety, that you advise us as to the status of such jobs relative to both percentage of completion, amounts unpaid under the contract, amount of work yet to be performed and the value thereof. Further would you please advise whether any claims have been filed in any of these bonds.

Additionally, if the work under this contract has been completed would you please advise the date of acceptance of the job by the affirmative action of the State Department of Transportation.

Very truly yours,

KOBIN & MEYER

David R. Trachtenberg

cc: Dale's Sand & Gravel
Dennis Gilbert

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

L.

November 7, 1980

American Fidelity Fire Insurance Company
℅ Dennis Gilbert
Northwest Bonding Agency
P.O. Box 1448
Beaverton, OR 97005

CON 5
#9096
#9100

Gentlemen:

We have received from Dale's Sand and Gravel Company two assignment of funds on Contract No. 9096 for work on the Scholls Highway at Allen Boulevard in Beaverton and on Contract No. 9100 for work on Middlebrook Street-Pacific Highway West in Newberg.

It is our policy to obtain the written consent of the surety on assignment of funds. Since you are the surety on these two contracts, we are attaching these assignments for you to add your approval on each of the forms. If you approve, please return both forms to 121 Transportation Building, Salem, OR 97310 for further processing.

If you should have any question, please call me in Salem at 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Atts.

cc Dales Sand and Gravel Co., Inc.
18600 SW Pacific Highway
Sherwood, OR 97140

Jack Sollis
Robert Church
Jan Peterson

fkn

DALE'S
SAND & GRAVEL CO, INC.

18600 S.W. Pacific Hwy. • Sherwood, Oregon 97140 • 639-7535

October 30, 1980

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

Enclosed are assignments of proceeds from two contracts we currently have with the Department of Transporation (Nos. 9096 and 9100).

All monies have been assigned to United States National Bank of Oregon, Beaverton Branch.

Thank you for your cooperation in this matter.

Yours very truly,

DALE'S SAND & GRAVEL CO. , INC.

Al Kalkhoven, V.P. & General Mgr.

AK:sj

Enclosures (2)

Certified Mail No. 0746540

RECEIVED
NOV 7 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DALE'S
SAND & GRAVEL CO, INC.

18600 S.W. Pacific Hwy. • Sherwood, Oregon 97140 • 639-7535

ASSIGNMENT

The undersigned, for good and valuable consideration, hereby assigns unto United States National Bank of Oregon, Beaverton Branch, all of the proceeds from that certain contract with the State of Oregon, Department of Transportation, entitled: Scholls Hwy. & Allen Blvd. (Beaverton) Section, Scholls Hwy. (FAU 9234), Washington County, Contract No. 9096.

Said monies herein assigned shall be paid to:

United States National Bank of Oregon
Beaverton Branch
P.O.Box 488
Beaverton, Oregon 97075

Dated this 30th day of October, 1980.

DALE'S SAND & GRAVEL CO., INC.

By: ______________________
Al Kalkhoven, General Manager

SUBSCRIBED and SWORN to before me this 30th day of October, 1980.

Notary Public for Oregon
My Commission expires: 9-16-81

RECEIVED
[illegible]
CON[illegible]VICES
DEPARTMENT OF TRANSPORTATION

DALE'S
SAND & GRAVEL CO, INC.

18600 S.W. Pacific Hwy. • Sherwood, Oregon 97140 • 639-7535

ASSIGNMENT

The undersigned, for good and valuable consideration, hereby assigns unto United States National Bank of Oregon, Beaverton Branch, all of the proceeds from that certain contract with the State of Oregon, Department of Transportation, entitled: Middlebrook St. - Pacific Hwy. West (Newberg) Section, FAU 5885 (Springbrook St.) Highway, Yamhill County, Contract No. 9100.

Said monies herein assigned shall be paid to:

United States National Bank of Oregon
Beaverton Branch
P.O.Box 488
Beaverton, Oregon 97075

Dated this 30th day of October, 1980.

DALE'S SAND & GRAVEL CO., INC.

By: Al Kalkhoven
Al Kalkhoven, General Manager

SUBSCRIBED and SWORN to before me this 30th day of October, 1980.

Shirley J Kalkhoven
Notary Public for Oregon
My Commission expires: 9-16-81

RECEIVED
COMMISS[illegible]S
DEPARTMENT OF TRANSPORTATION

7-76 10-31-80

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO
IX-9234(5)

STATE PROJECT NO.
See Below

COUNTY NAME
Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90071

TO:

Mr. H.S. Coulter
State Highway Engineer- ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED
1/3/80

DATE AUTHORIZATION EFFECTIVE
10/17/80

FEDERAL ROUTE NUMBER
FAU 9234

STATE ROUTE NUMBER
Secondary 143

RECEIVED
STATE HWY ENGR
NOV 4 - '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-4
Chk c

GENERAL LOCATION:
Scholls Highway at Allen Blvd. (Beaverton)

GENERAL DESCRIPTION OF WORK:
Relocate existing permanent signs
Furnish and install new bikeway signs

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXFORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10.17/80, as requested in Mr. Keasey's letter of 10/23/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $1,200 Federal Funds $1,020.

DATE
10/30/80

SIGNATURE OF APPROVING OFFICIAL
G K Hossner

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

10-16-80

F 1012

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9234(5)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. 90071

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED STATE HWY ENGR.
OCT 24 '80
REFER TO Maehring
FOR Info

10-24
orig

DATE PS&E APPROVED 1-3-80	DATE AUTHORIZATION EFFECTIVE 7-9-80	FEDERAL ROUTE NUMBER FAU 9234	STATE ROUTE NUMBER Secondary 143

GENERAL LOCATION:

Scholls Highway at Allen Blvd. (Beaverton)

GENERAL DESCRIPTION OF WORK:

Utility adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

XX☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-13-80, this will confirm the advance authorization date of 7-9-80 to proceed with the actual adjustments for the City of Beaverton's fire hydrant facilities on an actual cost basis estimated to be $687.11 - Federal funds $584. I approve the agreement with the City of Beaverton. (This authorization does not require additional obligation of funds.)

Approval and participation for the eligible portion of the Work Authorized above is subject to the provisions of the Federal-aid Program Manual.

DATE 10-16-80

SIGNATURE OF APPROVING OFFICIAL Milack

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ROW 18-4

October 13, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Fire Hydrant Relocation
City of Beaverton
Scholls Hwy. @ Allen Blvd. (Beaverton) Section
Scholls Highway
Washington County
Project No. IX-9234(5)

Here is a copy of an actual cost billing to adjust the City of Beaverton's fire hydrant facilities dated July 31, 1980. The billing has been audited by the Highway Accounting Section.

A certification prepared by Ted Inloes as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated November 6, 1979, set forth the fire hydrant as being on State highway right of way, therefore, the cost of relocation non-reimbursable. It was later found that the hydrant occupied City street right of way. The cost of relocation is reimbursable. The finding for reimbursement was too late for the City to prepare an estimate of cost prior to relocation. A verbal authorization date of July 9, 1980 was requested, received and confirmed. The City was instructed to keep close accounting of relocation costs. Copy of Conflict Letters and Memo regarding reimbursement are attached.

An appropriate permit for the utility's proposed relocation will not be issued as the hydrant occupies City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves one crossing of the project by the facilities.

RECEIVED
TECHNICAL SERVICES
OCT 14 '80
REFER TO
FOR
Info Inve R/D Act

Form 734-3122

There will be no betterment derived from the proposed adjustment of the City's facilities and has been provided for in the attached estimate.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 9, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $687.11.

DES/JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Ted Inloes
Rich Evans

3-26-80

INTERSTATE TRANSFER FUNDS UMTA APPROVED 3/20/80

PROJ. NO.	WORK	SECTION	F.F.	
IX-T5(1)	PE	Park Pl. - Clack. Community College	$ 436,722	add'l
(*) IX-9254(5)	CONST	Scholls Hwy @ Allen Blvd	25,100	"
IX-9723(2)	PE	SW 65th Ave - Capitol Hwy (Portland)	13,325	"
IX-3665(4)	PE	SE Courtney Ave - SE Roethe Rd	10,205	"
IX-0000(20)	PE	NW Kittridge St - Stadium Fwy (Portland)	739,500	Orig.
IX-0000(19)	PE	Arterial St. Light Conversion Prog. (Port.)	67,150	"
IX-3-3(4)	PE	N. Tigard - Beef Bend Rd.	25,310	add'l
(*) IX-0001(16)	CONST.	Port. Traf. Signals @ 5 Loc.	191,250	Orig.

Above information from
Glen Gray 3/24/80
J I Gaither

3-24-80

cc: Cliff Laux
J. Gaither
D. Ridings
G. Zehner
D.E. Swan

3-26-80 1:35 p.m.

Glen Gray says WASH. D.C. Has frozen all F.A. Funds. until further notice.

(*) these projects were authorized for obligation.

cc: Max Klotz

1096

OMB No. 04-R2089 1

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-18-	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3-24-80	State Oregon County Washington Project No IX-9234(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Scholls Hwy. at Allen Blvd. (Beaverton)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 169,000.00	$ 143,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Operation Programming Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Greer

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon, March 20, 1980

Federal-Aid Project
No. IX-9234(5)

SCHOLLS HWY. AT ALLEN BLVD. (BEAVERTON)
SCHOLLS HIGHWAY
WASHINGTON COUNTY

Project agreement estimate.

Type Code Y008
Channelization

Mobilization	All Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	239 sq.ft.	6.00	1,434.00
Temporary Barricades	6 each	100.00	600.00
Flagmen	100 hour	20.00	2,000.00
Clearing and Grubbing	All Required		4,750.00
Removal of Structures and Obstructions	All Required		1,600.00
Embankment in Place	1,185 cu.yd.	10.00	11,850.00
Soil Sterilization	30 lb.	10.00	300.00
Aggregate Base	40 ton	20.00	800.00
Class "B" Asphalt Concrete	800 ton	32.50	26,000.00
12-inch Sewer Pipe	10 lin.ft.	20.00	200.00
Concrete Inlets, Type CG-1	1 each	500.00	500.00
Concrete Inlets, Type G-2MA	1 each	600.00	600.00
Sidewalk Ramps	4 each	150.00	600.00
Concrete Curbs	675 lin.ft.	5.00	3,375.00
Adjusting Manholes	1 each	200.00	200.00
Adjusting Inlets	1 each	200.00	200.00
			$62,009.00
Anticipated Items			
Permanent Pavement Striping	All Required		700.00
	Subtotal		$62,709.00
	Engineering		8,465.00
	Total		$71,174.00

Type Code Y031
Traffic Signal

Traffic Signal Installation, Complete	All Required	$48,610.00
Fire Pre-emption System, Complete	All Required	5,600.00

Subtotal	$54,210.00
Engineering	5,433.00
Engineering (Sig. Cont. Testing)	1,080.00
Engineering (Fire Pre-empt. Testing)	805.00
Total	$61,528.00

Length of Project - - - 0.00 Mi.

Work Retained in Program Status
(Not included in amounts below.)

Bikeway Signs	All Required	$ 400.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 71,174	$ 60,498	$10,676
Traffic Signal	61,528	52,298	9,230
Subtotals	$132,702	$112,796	$19,906
Reserve	36,298	30,804	5,494
Totals	$169,000	$143,600	$25,400

Group 1 - 91%; Group 8 - 9%
Contract No. 9096
Prefix: 134-1988
Prefix: 134-1041

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 2

FEDERAL AID PROJECT NO. X-9234(5)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90071

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 2 '80
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1/3/80	3/20/80	FAU 9234
		STATE ROUTE NUMBER Secondary 143

GENERAL LOCATION:

Scholls Highway at Allen Blvd. (Beaverton)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program Change
See Below

☐ ACQUISITION OF RIGHT OF WAY

☐ PHYSICAL CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ PHYSICAL CONSTRUCTION - PROCEED ON AN AGREED UNIT PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/6/80 I approve the revised construction costs to a TEC of $169,000 with Federal participation limited to $143,600.

(Increase TEC $29,500 - F.F. $25,100)
(Advice dated 3/20/80)

DATE 3/20/80

for Division Administrator

FORM PR-1240
(REV. 8-70)

1C76

February 29, 1980

CON 4

Washington County Fire District No. 1
17830 S.W. Blanton Street
Beaverton, Oregon 97006

Attn: Walter W. Platt
Fire Chief

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Dale's Sand and Gravel Co. Inc., 19600 S.W. Pacific Highway, Sherwood, Oregon 97140 for installation of emergency vehicle pre-emption devices on traffic signals on Scholls Highway at Allen Blvd. The advance deposit based on the anticipated construction cost of their bid is as follows:

	Fire Dist.	State
Bid Items	$5,600.00	$110,619.00
Permanent Pavement Striping		$ 700.00
Signal Controller Testing (Engineering)		1,480.00
Fire Pre-emption Equipment Testing (Engineering)	$ 805.00	
4 1/2% Contingencies	288.23	5,075.96
9% Engineering	576.45	10,151.91
ESTIMATED TOTAL COST	$7,269.68	$128,026.87

Fire District's Advance Deposit:
7 1/2% of $7,269.68 = $545.22 or say $540.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 22, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D.H. Harwell

D. E. Swan
for Operation Programming Engineer

FFH:pf

bcc w/AD # 723: Jon Rose, Region H Federal Aid Engineer
Vern Skoog - Please return completed AD # 723 when check is received.

1096

2

HIGHWAY DIVISION - ODOT 378-6516

FILE

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Torpin
George Bell
Don Harwell

FORM 81-734-3030

FILE: MSD XXXV

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
ODOT - METRO
February 20, 1980

FROM: TED SPENCE
Policy & Planning Coordinator

TO: DON ADAMS
Project Development Manager

SUBJECT: Allocation of Additional Funds to Scholls and Allen Project

Pursuant to our request, MSD has transferred funds from the Highway 217/72nd Avenue project to the Scholls and Allen Project to cover an overrun. Attached are the adjustments lowering the amount now available to 217/72nd Avenue and increasing the amount available to Scholls and Allen. Also attached is an adjustment for the McLoughlin Corridor Project increasing the availability of funds in accordance with the third quarter escalation.

po

Attachment

cc: Max Klotz
Earl Mershon
Gary Zehner

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE RE ☐ [✓ PRE ☐]
[illegible]
REFERRED TO ____________
FOR ____________ ✓
FILE: PM FA LG.

MSD METROPOLITAN SERVICE DISTRICT
527 S.W. HALL PORTLAND, OREGON 97201 503/221-1646

[illegible] PDM PDE TSE SPC
[illegible] METRO
[illegible] 20 [illegible]
[illegible] PPS zbg FILE[illegible]

February 19, 1980

Rick Gustafson,
Executive Officer

MSD Council
Mike Burton,
Presiding Officer
District 12
Donna Stuhr,
Deputy Presiding Officer
District 1
Charles Williamson
District 2
Craig Berkman
District 3
Corky Kirkpatrick
District 4
Jack Deines
District 5
Jane Rhodes
District 6
Betty Schedeen
District 7
Caroline Miller
District 8
Cindy Banzer
District 9
Gene Peterson
District 10
Marge Kafoury
District 11

Mr. Ted Spence
Planning Coordinator
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Ted:

This letter is in response to your request (MSD XII) to transfer funds from the Highway 217/72nd Avenue Project to the Scholls and Allen Project. We have enclosed a statement of adjustment (#8002129) setting forth the above transaction.

Also enclosed for your information is a statement of adjustment (#8002128) setting up the McLoughlin Corridor Project using the reserve funds. You will note that we have escalated the original request of $20,612,500 to $22,981,907 in accordance with the third quarter escalation rate of 1.11495%.

Sincerely,

Bill

C. William Ockert
Transportation Department

WO:BP:pj

cc: Bill Pettis

METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

12-Feb-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

PER ODOT FILE MSD XIII

TRANSACTION #: 800212 9
PROJECT: SCHOLLS HWY(OR210) @ ALLEN-SIGNAL CONSTRUCTION
FUNDING: MT HOOD CATEGORY VI-FAU REPLACEMENT PROJECTS
FILE # : 56281249
RESOLUTION: MSD ADMINISTRATIVE ADJUSTMENT

	**********PREVIOUS STATUS***********				*****NEW STATUS*******	
	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	0	0	0	7,544	7,544	7,544
CONSTRUCTION	128,140	0	128,140	18,060	146,200	146,200
TOTAL	128,140	0	128,140	25,604	153,744	153,744

PROJECT: HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2
FUNDING: MT HOOD CATEGORY III-REGIONAL HIGHWAY IMPROVEMENTS
FILE # : 53256660

	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	144,125	143,800	325	0	325	144,125
RIGHT OF WAY ACQUISITION	187,931	0	187,931	0	187,931	187,931
CONSTRUCTION	1,973,280	0	1,973,280	-25,604	1,947,676	1,947,676
TOTAL	2,305,336	143,800	2,161,536	-25,604	2,135,932	2,279,732

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[][][][]
281*12*      2306*32*     44694****         0    153744
256*11*    144002*23*    116950*35*  1212047*10*    143800
****          0    2135932
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METROPOLITAN SERVICE DISTRICT

TIP PROJECT ADJUSTMENT

12-Feb-80

STATEMENT OF TRANSACTION IN FEDERAL DOLLARS

NEW PROJECT

TRANSACTION #: 800212 8
PROJECT: MCLOUGHLIN CORRIDOR RESERVE
FUNDING: MT HOOD CATEGORY I-REGIONAL TRANSITWAYS
FILE # : 51213777
RESOLUTION: 790111

	**********PREVIOUS STATUS***********				*****NEW STATUS******	
	TOTAL	LESS OBLIGATION	UNOBLIGATED BALANCE	THIS TRANSACTION	UNOBLIGATED BALANCE	PROJECT TOTAL
PRELIMINARY ENGINEERING	1,878,099	0	1,878,099	-1,878,099	0	0
RIGHT OF WAY ACQUISITION	6,573,346	0	6,573,346	-6,573,346	0	0
CONSTRUCTION	19,167,656	0	19,167,656	-19,167,656	0	0
RESERVE ACCOUNT	0	0	0	4,637,194	4,637,194	4,637,194
TOTAL	27,619,101	0	27,619,101	-22,981,907	4,637,194	4,637,194

PROJECT: MCLOUGHLIN CORRIDOR PROJECT-MILWAUKIE TO UNION/GRAND COUPLET
FUNDING: MT HOOD CATEGORY I-REGIONAL TRANSITWAYS
FILE # : 51332818

PRELIMINARY ENGINEERING	0	0	0	710,781	710,781	710,781
RIGHT OF WAY ACQUISITION	0	0	0	4,454,225	4,454,225	4,454,225
CONSTRUCTION	0	0	0	17,816,901	17,816,901	17,816,901
TOTAL	0	0	0	22,981,907	22,981,907	22,981,907

```
213*12*          0*24*          0*33*          0*35*          0
*62* 25553140****          0   4637194
```

90%

revis. 2/14/80 Bm

Section Scholls Hwy. at Allen Blvd. (Beaverton) Programming Estimate $ 160,000

Highway Scholls Hwy. (FAU 9234) Project Length —

County Washington 2-14-80 Completion Time 240 CD

Kind of Work Grading, Pavings & Signals Est. Comp. Date Oct. 15, '80

Prefix 134 - 1988 Letting Date Feb. 28, '80 Project No. IX - 9234(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 137,987 ^{00}
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	700	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 2,985 ^{00}
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,080	
Bikeway Signs	400	
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
Fire Pre-emption Equip Testing (Engr'g.)	805	
Subtotal		$ 140,972 ^{00}
Contingencies (4-1/2%)		6,343 ^{74}
Engineering (8, [✓ 9], 10%)		12,687 ^{48}
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 160,003 ^{22}

APPROVED

Rec'd.
2 14 80

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date Oct. 19, '79

ection Scholls Hwy. at Allen Blvd. (Beaverton) County Washington
ind Of Work Grading, Paving, Signals Length - Name Bricher

io	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		All	All		10,000- ~~8,900-~~
2	Temporary Protection and Direction of Traffic		All	All	-	2,268-
3	Temporary Signs		Sq. Ft.	239	6-	1,434-
4	Temporary Barricades		Each	6	125-	750-
5	Flagmen		Hour	100	23-	2,300-
	ROADWORK					
6	Clearing and Grubbing		All	All	-	1,000-
7	Removal of Structures and Obstructions		All	All	-	2,[illegible]00-
8	Embankment in Place		Cu. Yd.	1,185	10-	11,850-
9	Soil Sterilization		Lb.	30	1^{50}	45-
10	Aggregate Base		Ton	40	16-	640-
11	Class "B" Asphalt Concrete		Ton	800	39- ~~35-~~	31,200- ~~28,000-~~
	12-inch Sewer Pipe		Lin. Ft.	10	30-	300-
	Concrete Inlets, Type CG-1		Each	1	550-	550-
	Concrete Inlets, Type G-2MA		Each	1	775-	775-
	Sidewalk Ramps		Each	4	200-	800-
	Concrete Curbs		Lin. Ft.	675	6-	4050-
	Adjusting Manholes		Each	1	200-	200-
	Adjusting Inlets		Each	1	250-	250-
	[illegible]		Each	2	150-	300-
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All	-	58,700- ~~[illegible]~~
	[illegible]		All	All	-	~~7,[illegible]00-~~ [illegible]

4076

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIRED

2-6-80

Project Name: Scholls at Allen

Jurisdiction: ODOT

Type of Federal Funds: e(4) Const FAU PE OTHER

State Match X Local Match

MSD AUTHORIZATIONS FED. $

Resolution No.	PE	ROW	CONST.
Jan 80 Quarterly	#5206	—	#128,140

PREVIOUS COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST.
	Fed.	Fed.	Fed.
	Total	Total	Total

CURRENT COST ESTIMATE FEDERAL AND TOTAL $

Date	PE	ROW	CONST
	Fed. #12,750	Fed. /	Fed. #146,200
	Total 15,000	Total /	Total 172,000

ADDITIONAL FEDERAL FUNDS REQUIRED

PE	ROW	CONST.
#7540	—	18,060

BASIS FOR INCREASED COST ESTIMATE: Total additional federal funds needed = #25,600

TO Spence 2/6/80

Approvals:

Project Development Manager Date

Metro Administrator Date

V H

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 6, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

J L Gauther

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: Additional IX Funds for Construction
Item No. 90071
Project No. IX-9234(5)
Scholls Hwy. @ Allen Blvd. Section
Washington County

I request additional Interstate Substitution General Funds financing for the subject project based on the fact that the latest cost estimate exceeds the funds requested in my October 4, 1979 letter. Approval of this request will involve additional estimated total cost of $29,500 and allotment of $25,100 in Federal Funds.

A tabulation of the amounts involved are as follows:

REQUEST	TEC	FF	CITY
Present	$169,000	$143,600	$ 25,400
Previous	139,500	118,500	21,000
Difference	$ 29,500	$ 25,100	$ 4,400

JLG:fkc

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Gary Zehner

Form 734-3122

[illegible]

2-6-80

SCHOLLS HWY @ ALLEN BLVD.

ESTIMATED COST

Pre. Engring. - $15,000
Construction - 156,371
+10% = 15,637
TOTAL EST. COST = 187,008
X .85 = 158,957

F.F. IN TIP

P.E. - 5,000
CONST. - 122,800
TOTAL F.F - 127,800

F.F. NEEDED

ESTIMATE - 158,957
TIP - 127,800
[illegible] - $31,157

cc Max [illegible]

[illegible]

2-6-80
[illegible] Max - he will
[illegible] MSK.
& let us know when
[illegible]

Section Scholls Hwy. at [illegible]n Blvd. (Bea[illegible]ton) Program[illegible]ng Estimate $ 1 [illegible]

Highway Scholls Hwy. (FAU 923[illegible]) Project Length –

County Washington Completion Time [illegible] cal. days ✓

Kind of Work Grading, Paving, Signals Est. Comp. Date Oct. 15, '80

Prefix 134-1938 Letting Date Feb. 23 ~~[illegible]~~ '80 Project No. IX-9234(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 134,787 00 ~~120,252 00~~
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
✓ Permanent Pavement Striping	700	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 2,985 00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
✓ Signal Controller Testing (Engineering)	1,080	
✓ Bikeway Signs	400	
Furnish Mailbox Posts		
~~Adjust Utilities:~~		
Fire pre-emption equip. testing (Engrg.)	805	
Subtotal		$ 137,772 00 ~~123,237 00~~
Contingencies (4-1/2%)		6,199 74 ~~5,545 [illegible]~~
Engineering (8, [✓ 9], 10%)		12,399 48 ~~11,[illegible]~~
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ ~~13[illegible],874 00~~ 15[illegible],371 22

APPROVED

cc: Max Klotz

J H [illegible]
Road Design Engineer

NOTED
D. O. Christensen

REC'D
5-6-80

OREGON STATE HIGHWAY DIVISION

~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 1 of 1

Date Oct. 19, '79

ection Scholls Hwy. at Allen Blvd. (Beaverton) County Washington

Kind Of Work Grading, Paving, Signals Length - Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization (8%)		All	All		10,000- ~~9,900-~~
2	Temporary Protection and Direction of Traffic		All	All	-	2,268-
3	Temporary Signs		Sq. Ft.	239	6-	1,434
4	Temporary Barricades		Each	6	125-	750-
5	Flagmen		Hour	100	23-	2,300-
	ROADWORK					
6	Clearing and Grubbing		All	All	-	1,000-
7	Removal of Structures and Obstructions		All	All	-	2,800-
8	Embankment in Place		Cu. Yd.	1,185	10-	11,850
9	Soil Sterilization		Lb.	30	1 50	45-
10	Aggregate Base		Ton	40	16-	640
11	Class "B" Asphalt Concrete		Ton	800	35-	28,000-
12	12-inch Sewer Pipe		Lin. Ft.	10	30-	300-
13	Concrete Inlets, Type CG-1		Each	1	550-	550-
14	Concrete Inlets, Type G-2MA		Each	1	775-	775
15	Sidewalk Ramps		Each	4	200-	800-
16	Concrete Curbs		Lin. Ft.	675	6-	4,050-
17	Adjusting Manholes		Each	1	200-	200-
18	Adjusting Inlets		Each	1	250-	250-
~~19~~	~~Inlet Grates~~		~~Each~~	~~2~~	~~150-~~	~~300~~
	TRAFFIC SIGNALS					
20	Traffic Signal Irstallation, Complete		All	All	-	58,700 ~~46,000~~
21	Fire Pre-emption System, Complete		All	All	-	~~7,340~~ 8,075-

Beaverton

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 6

February 5, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Scholls Hwy. at Allen Blvd. (Beaverton) Section
Oregon Project No. IX-9234(5)

Concurrence is requested in rejecting the bids received January 31, 1980 for the subject project. The low bidder and the second low bidder failed to complete their bid proposals properly making them unacceptable. The third low bidder was 16.5% above our Engineer's estimate making it unacceptable.

We request authorization to readvertise for bids to be received at our February 28, 1980 bid opening using the PS&E documents basically the same as they were at our January 31, 1980 bid opening.

It is our understanding that the preliminary engineering necessary for any design revisions and readvertising expense will be eligible for reimbursement until the date of readvertising as per FHPM Vol. 6-4-1-6 Par. 11i.

Federal Highway Administration Endorsement

Date ______________________________
I concur in rejecting the low bid.

G. L. Green, Divsions Administrator
Federal Highway Administration

DAR:bke
cc: L. E. George
J. H. Versteeg
R. Hacek

L Versteeg ✓
Anderson
[illegible]
[illegible]
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 5 1980
ROAD DESIGN
SECTION

Do Not [illegible]
Return To
Bring Up
Action

Form 734-3122

1-16

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 1, 1980

In Reply Refer to
File No.: CON 4

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, Oregon 97006

Attn: Walter W. Platt
Fire Chief

Gentlemen:

On January 31, 1980 a satisfactory bid was received from C. G. GREDVIG, Inc., 4935 N.W. Kahneeta Ct., Portland, Oregon 97229 for installation of emergency vehicle pre-emption devices on traffic signals on Scholls Highway at Allen Boulevard. The advance deposit based on the anticipated construction cost of their bid is as follows:

	FIRE DIST.	STATE
BID ITEMS	$4,000.00	$117,267.00
Permanent Pavement Striping		$ 700.00
Signal Controller Testing (Engineering)		1,080.00
Bikeway Signs		400.00
Fire Pre-Emption Equipment Testing (Engineering)	$ 805.00	
4 1/2% Contingencies	216.23	5,375.12
9% Engineering	432.45	10,750.23
ESTIMATED TOTAL COST	$5,453.68	$135,572.35

Fire District's Advance Deposit:
7 1/2% of $5,453.68 = $409.02 or say $400.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than February 22, 1980.

Please make your check for $400.00, payable to the Oregon State Highway Division. Send the check to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

Form 734-3122

HIGHWAY DIVISION - ODOT 378-6516

F I L E

January 25, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
January 31, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 31, 1980 on the following projects:

1. Port Orford Rock Production
   Oregon Coast Highway, Curry County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Hill Road-Vista Lane
   Thiessen Road, Clackamas County
   Grading and Paving

   Curve realignment. Project length 350 feet, matching pavement width 22 feet. Two 12-foot lanes with variable shoulders 0-10 feet within project limits.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. So. Umpqua River (Shady) Bridge, Northbound
   Pacific Highway, Douglas County
   Structures

   Deck Repair.

   Same as No. 1.

4. Port of Entry (Farewell Bend)
   Old Oregon Trail Highway, Malheur County
   Building

   Same as No. 1.

HIGHWAY DIVISION - ODOT 378-6516

F I L E

January 25, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
January 31, 1980 Bid Letting

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   Grading and Paving

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   Pacific Highway, Douglas County
   Structures

   Deck Repair.

   Same as No. 1.

4. Port of Entry (Farewell Bend)
   Old Oregon Trail Highway, Malheur County
   Building

   Same as No. 1.

5. E. Fremont Intchge-S.W. Corbett U'xing and Stadium Freeway
Pacific Highway and Stadium Freeway, Multnomah County
Signing

Same as No. 1.

6. Nyberg Creek Bridge (Tualatin)
S.W. 65th Avenue, Washington and Clackamas Counties
Structure

Four-foot shoulders provided on approached and structure. Also six-foot sidewalks with ramps on structure.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

7. Scholls Highway @ Allen Boulevard (Beaverton)
Scholls Highway, Washington County
Signals

A seven-foot independent bikeway path to be constructed on this project.

8. S.W. Hall Boulevard-S.W. Oak Street
S.W. Greenburg Road, Washington County
Grading, Paving and Signals

6.5-foot sidewalks to be constructed for bicycle and pedestrian use.

9. N.E. Hancock Street-S.E. Yamhill Street
East Portland Freeway, Multnomah County
Grading, Paving and Signals

Project involves some bikeway and sidewalk construction. Major portion of independent bike path will be constructed on later contract.

10. Multnomah County Operations and Maintenance Facility
Multnomah County
Grading and Drainage

Same as No. 1.

RPS:ge

cc: F. B. Klaboe
L. S. Hunter
D. G. Talbot
L. F. George
F. E. Terpin
George Bell

1071 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9234(5)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90071

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon.

RECEIVED
STATE HWY ENGR
JAN 23 '80
REFER TO
FOR
Info Invs R/D D/R Sgn Act File

DATE PS&E APPROVED 1-3-80

DATE AUTHORIZATION EFFECTIVE 1-3-80

FEDERAL ROUTE NUMBER FAU 9234

STATE ROUTE NUMBER Secondary 143

GENERAL LOCATION:
Scholls Hwy. at Allen Blvd. (Beaverton)

GENERAL DESCRIPTION OF WORK:
Channelization and Traffic Signals

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Permanent Pavement Striping $700.
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's December 28, 1979 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $139,500 - Federal Funds $118,500.

A signed copy of the Title Sheet is returned herewith.

DATE 1-21-80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-918

143

FORM 81-734-3030

FILE:

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 21, 1979

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening January 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. IX-9234(5) Highway No. 143 - State
Federal-aid Project Name Scholls Hwy. at Allen Blvd. (Beaverton)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
Beard Stoudenmeyer
Cole Semple
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Rod Henry

Versteeg
Anderson

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

[illegible]

143

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 12/19/79
Donald L Rout

Dec. 20, 1979 Bid Letting ______ All Clear Deadline

SECTION Scholls Hwy. @ Allen Blvd. (Beaverton)
Highway Scholls
County Washington Region 1
Type of Work Signal-Widen Funds FAI-X
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
E.S	X					
Negative Declaration	X					
Project Assessment	X					
Write-off Letter		X			X	Non-Major
PERMITS:						
Division of State Lands	X					
D.O.G.M.I.	X					
Corps of Engineers	X					
Coast Guard	X					
Co. Conditional Use	X					
NPS Air Pollution	X					
NPS Water Pollution	X					
CULTURAL:						
Cultural Survey		X			X	
Cultural Salvage	X					
NOISE:						
Noise Study		X			X	

Beaverton

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16-1

TO: MEMO TO THE FILES

DATE: December 18, 1979

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Scholls Highway at Allen Blvd. (Beaverton)
FAU 9234
Washington County

At the request of the City of Beaverton, a 7-foot bikeway along Allen Avenue and connecting to the Scholls Highway on the westerly side has been included in the subject project.

DOC:ja

cc R. A. Bothman
Ed Hardt
Frank Terpin

1 ✓
2 aca.
3 Sullivan
Terpin

RECEIVED
1979
ROAD DESIGN SECTION

81-125-1387

9046

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Obligation Authority
Interstate Transfer Projects

Date: December 3, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR/710.32

To: Mr. H. S. Coulter, State Highway Engineer

Obligational authority for the following projects has been received by this office November 30, 1979:

1. IX-9926(4) N. Basin Ave - N. Going St. (Anchor St.) Sect.
   Construction TEC $279,000 F.F. $229,500
2. IX-9022(4) Cornell Rd at Murray Blvd.
   Construction TEC $101,650 F.F. $86,400
3. IX-9234(5) Scholls Hwy at Allen Blvd Sect.
   Construction TEC $139,500 F.F. $118,500
4. IX-9698(1) Hill Rd. - Vista Lane Section
   Construction TEC $36,000 F.F. $30,600

I am prepared to approve your request for PS&E approval on the above projects upon receipt of your request.

G. K. Hassner
for G. L. Green

cc:
OSDH (D E Swan)
(C Laux)

13.1
Sandee
Bachman
Harold
R

RECEIVED
STATE HWY ENGR
DEC 4 - '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

12

9096

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -M-9234(3)

STATE PROJECT NO. SEe below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 90071

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 - '79
REFER TO
FOR
Info Invest [illegible] [illegible] Sign Act File

12-5

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-30-79

FEDERAL ROUTE NUMBER FAU 9234

STATE ROUTE NUMBER Secondary 143

GENERAL LOCATION: Scholl's Highway at Allen Blvd Section

GENERAL DESCRIPTION OF WORK: Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program change - See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-21-79 letter I approve the program change to joint finance the project with appropriation code 823. This approval changes project number to IX-M 9234(3). Also as requested I approve the revised Preliminary Engineering costs to a TEC of $10,000 - Federal funds limited to $8,650.

(Increase appn. code 823 TEC $5,000 - Federal Funds $4,250
ADvice No. 823-10-0-01 dated 11-30-79).

DATE 11-30-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-015

12-12

November 20, 1979

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, Oregon 97006

Gentlemen:

Herewith, for your review and approval are two (2) sets of Preliminary Plans. Please sign the one marked with the approval box and return to this office. The 2nd set is for your file.

Also, included is a copy of the Project Cost Summary. This Summary is confidential and for your use only. If the required Estimated amount of $9,200 is agreeable with you, please so indicate in your return letter.

This information is necessary in this office no later than December 1st, as bids are proposed to be opened December 20, 1979 on this project.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf
Inclosure

cc: Jon Rose, Metro Federal Aid Engineer

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

October 8, 1979

MA PDM PDE TSE SPC
ODOT - METRO
OCT 09 1979
AM PPS FILE T/A

State of Oregon
P.O. Box 565
Beaverton, Oregon 97005

Attn: John Rose

Dear John:

We have reviewed both fill slope schemes along the south side of Allen Blvd, adjacent to the City shop site, and due to the proximity of the City's bikepath to Allen, the City recommends that no sidewalk be installed and the State utilize the 2' shoulder alternative.

The City would like to request that the State incorporate into the fill grading plan and paving plan the provision for a 7' bikepath as shown on the enclosed cross sections and plan. Please advise if this is acceptable and thus the additional cost incurred due to the City.

If you have any additional questions please contact this office at 644-2191, Extension 272.

Sincerely,

Robert Keech

Robert Keech
Traffic Engineer

Letter to

Enclosure

RK:dh

cc: Earl C. Purdy

Hwy N

From Metro JON ROSE Date 10/9/79

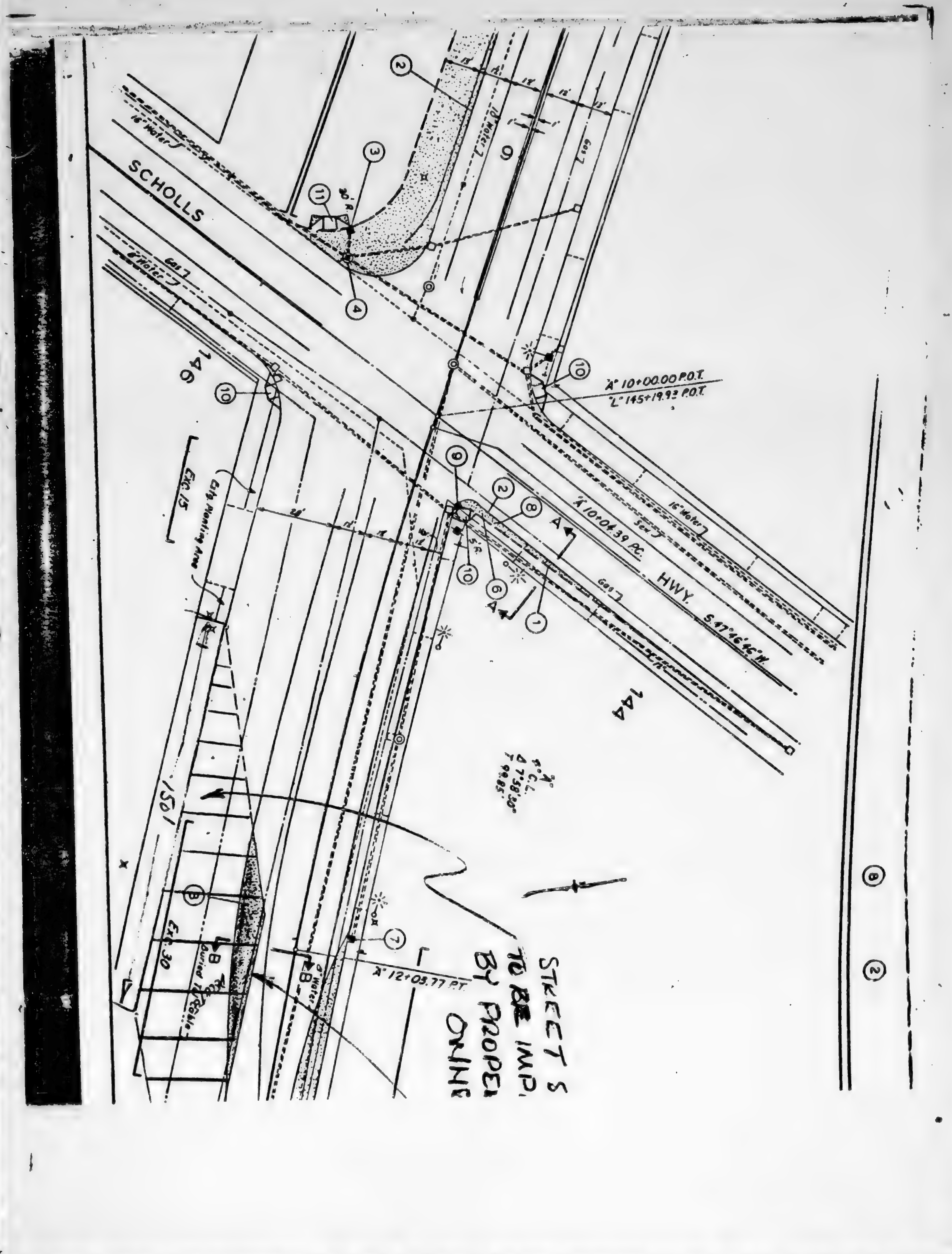
To BOB SWAN - FRED HILDEBRANDT

[✓ Program Mgmt.] Traffic Region 1

Comments: The City of Beaverton has reviewed the subject plans and suggests the revisions colored in red & blue on the attached sheet. Further information has been forwarded to Duane Christensen. Please consider the attached package.

Jon Rose

cc Duval


SCHOLLS
HWY.
S.47°46'46"W.
"A" 10+00.00 P.O.T.
"L" 145+19.93 P.O.T.
"A" 10+04.39 P.C.
"A" 12+03.77 P.T.
16" Water
10" Water
8" Water
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5' R
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STREETS
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BY PROPER
OWNE

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

MA PDM PDE TSE SPC
ODOT - METRO
OCT 09 1979
AM PPS FILE:T/A

October 8, 1979

State of Oregon
Department of Transportation
5821 NE Glisan
Portland, OR 97213

Attn: Duane Christensen

Dear Duane:

We have reviewed your plan for improvements at the intersection of SW Scholls Ferry Road and Allen Boulevard, and approve of the design with the exception of two items.

1. We are requesting that the State provide a 7' bikepath along the south side of Allen Boulevard (as previously discussed).
2. The State can delete from the contract paving improvements on the south side of Allen and east of Scholls Ferry (per enclosed sketch). The property owner adjacent to this portion will be encompassing this improvement with a new street section within the next few months.

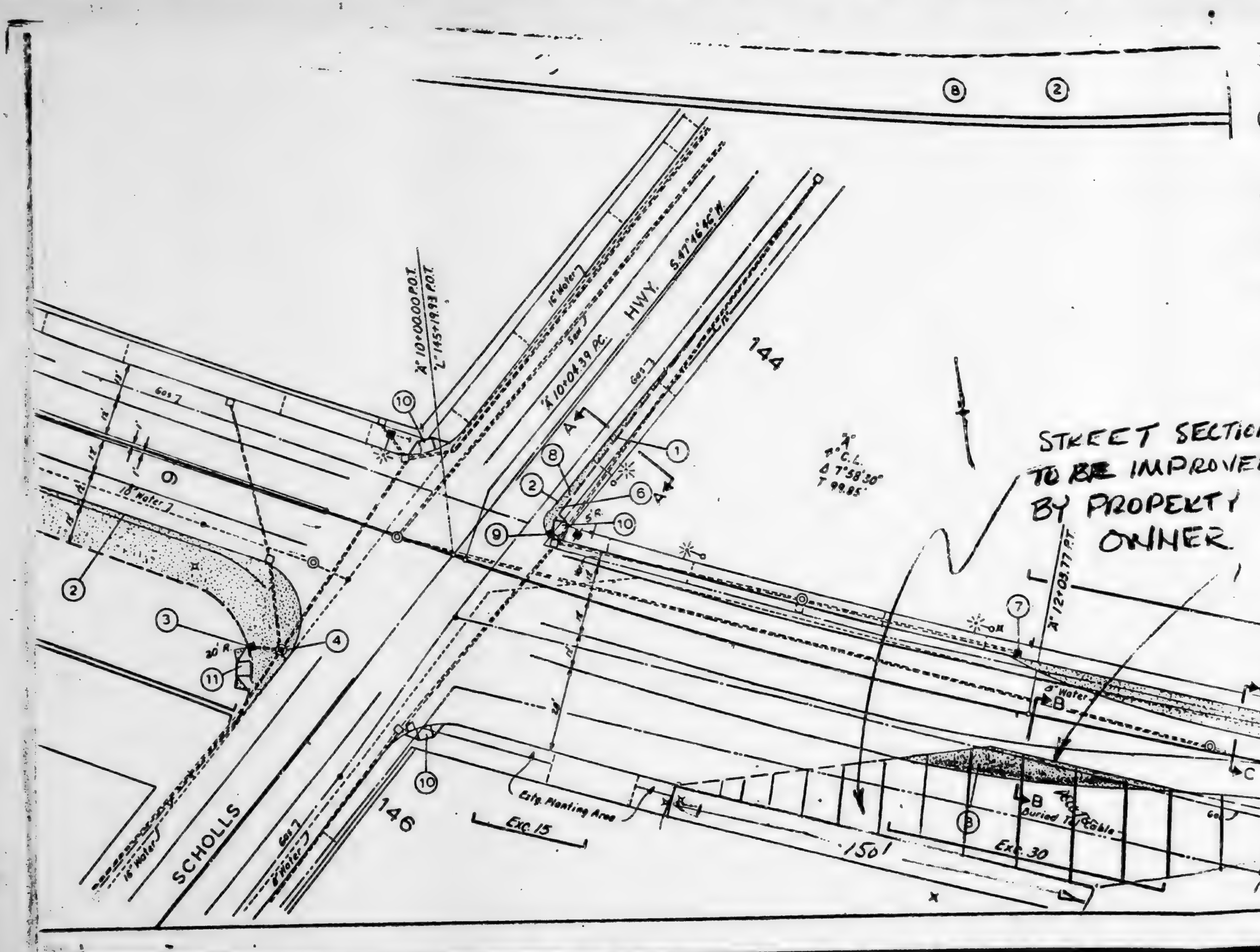
Thank you for your cooperation with regards to these items.

Sincerely yours,

Robert Keech
Traffic Engineer

RK/am
Enclosure

cc: John Rose
Early Purdy


SCHOLLS
HWY.
S.47°46'46"W.
'A' 10+00.00 P.O.T.
'L' 145+19.93 P.O.T.
'A' 10+04.39 P.C.
'A' 12+03.77 P.T.
'A'
C.L.
Δ 7°58'30"
T 99.85'
16" Water
16" Water
18" Water
8" Water
8" Water
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Exc. 15
Exc. 30
Exc. 60
Extg. Planting Area
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STREET SECTION
TO ~~BE~~ IMPROVED
BY PROPERTY
OWNER

⑥ Remove Extg

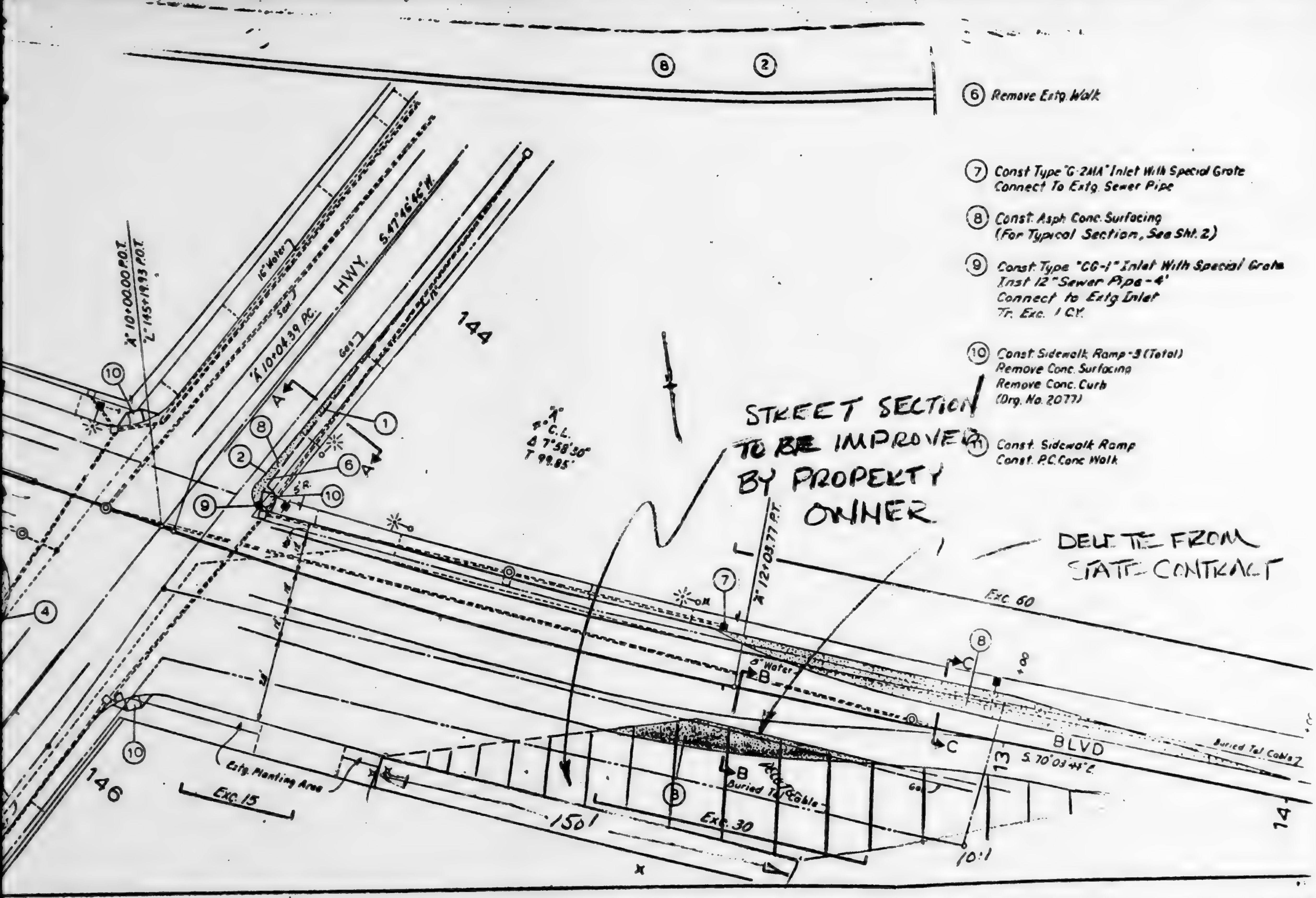
⑦ Const Type "C
Connect To

⑧ Const. Asph
(For Typica

⑨ Const. Type
Inst 12" S
Connect
Tr. Exc. 1

⑩ Const. Sidew
Remove Co
Remove Co
(Org. No. 20

⑪ Const. Side
Const. P.C.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①
② ⑧ ⑨ ⑥ ⑩
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⑩
⑦
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⑧
"A" 10+00.00 P.O.T.
"L" 145+19.93 P.O.T.
16" Water
Sew.
"A" 10+04.39 P.C.
HWY. S.47°46'45"W.
Gas
A
A
S.R.
144
"A"
℄ C.L.
Δ 7°58'30"
T 99.85'
"A" 12+03.77 P.T.
6" Water
B
B
C
C
Exc. 60
BLVD
S. 70°03'44"E.
Buried Tel. Cable
Buried Tel. Cable
Gas
13
14
Extg. Planting Area
Exc. 15
146
150'
Exc. 30
10:1

⑥ Remove Extg. Walk

⑦ Const Type "G-2MA" Inlet With Special Grate
Connect To Extg. Sewer Pipe

⑧ Const. Asph. Conc. Surfacing
(For Typical Section, See Sht. 2)

⑨ Const. Type "CG-1" Inlet With Special Grate
Inst 12" Sewer Pipe - 4'
Connect to Extg. Inlet
Tr. Exc. 1 C.Y.

⑩ Const. Sidewalk Ramp - 3 (Total)
Remove Conc. Surfacing
Remove Conc. Curb
(Drg. No. 2077)

⑪ Const. Sidewalk Ramp
Const. P.C. Conc. Walk

STREET SECTION
TO BE IMPROVED
BY PROPERTY
OWNER

DELETE FROM
STATE CONTRACT

CITY OF BEAVERTON
4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

MA PDM PDE TSE SPC
ODOT - METRO
OCT 09 1979
AM PPS FILE T/A

October 8, 1979

State of Oregon
Department of Transportation
5821 NE Glisan
Portland, OR 97213

Attn: Duane Christensen

Dear Duane:

We have reviewed your plan for improvements at the intersection of SW Scholls Ferry Road and Allen Boulevard, and approve of the design with the exception of two items.

1. We are requesting that the State provide a 7' bikepath along the south side of Allen Boulevard (as previously discussed).
2. The State can delete from the contract paving improvements on the south side of Allen and east of Scholls Ferry (per enclosed sketch). The property owner adjacent to this portion will be encompassing this improvement with a new street section within the next few months.

Thank you for your cooperation with regards to these items.

Sincerely yours,

Robert Keech
Traffic Engineer

RK/am
Enclosure

cc: John Rose
Early Purdy

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 4, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Division

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 90071
Project No. IX-9234(5)
Scholls Hwy @ Allen Blvd. Section
Washington County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on December 20, 1979.

I request transfer of Interstate Substitution General Funds for the construction of the project, as we intend to request PS&E authorization November 28. This action will involve an estimated total cost of $139,500 with substitution funds in the amount of $118,500.

This request is based on the September 18 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

JLG:sr
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

10-4-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 SR 210, S.W. Allen Ave. (Beaverton) 65	**ADT**	PRESENT 12,800	FUTURE --- (66) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Channelization & Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 1 IX- 23	NUMBER 7 9234
CARD 4	CLASS OF FEDERAL FUNDS Interstate Substitutions General Funds						COUNTY NAME Washington			
	NAME OF URBAN AREA 17-31 Portland						ROUTE NO. U	FEDERAL-AID 9234 (32)	STATE 143 (36)	U.S. (37) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Topics Y008 Y031		"Scholls Hwy @ Allen Blvd. Sec."	0.0	139,500	118,550	20,950	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	139,500	118,500	20,950	
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. IX-M-9234(3).	

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-4-79

CT LOCATION (45 typewriter spaces) R 210, S.W. Allen Ave. (Beaverton) 65	ADT	PRESENT 12,800 (66)	FUTURE --- (70)	YEAR (71) --- (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 823 (4) (9)	ITEM NO. 90071 (14)

ORK (35 typewriter affic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9234	SEQ. NO. (5) 13	I. Projects Only POST MI. DESIG. (24) (26)

Interstate Substitutions General Funds

COUNTY NAME Washington CODE (067(16)

Portland

ROUTE NO. U FEDERAL-AID 9234 (32) STATE 143 (36) (37) U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
								Util. adj. as req.
W								
NST E) CS 8		"Scholls Hwy @ Allen Blvd. Sec."	0.0	139,500	118,550	20,950		ROW-60' normal; Access Control-none; Parking Restrictions-complete
JLG		PROJECT TOTALS	0.0	139,500	118,500	20,950		
				(16) (23)	(24) (33)			

VAL DATES 10-18-78

REMARKS

Additional Data: Item No. 90071; Project No. IX-M-9234(3).

-OVER-

USCOMM DUSCOMM-DC 48905-PC

October 2, 1979

[illegible]

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The projects in the Portland and Salem urbanized areas submitted to the Federal Highway Administration during the month of September are the following:

Project	Work	Funds Federal	State	Local
A. Portland				
1) Basin Ave.-Going St. Interchange	ROW, Const.	$1,826,867	$ --	$322,400
2) NE 99th Ave.-NE 102nd Ave. (Sandy Blvd.)	PE, Const.	480,250	--	84,750
*3) Scholls Hwy. @ Allen Blvd.	PE, ROW, Const.	122,900	21,700	---
4) NE Col. Blvd. Traf. Sig.	Const.	190,000	20,150	13,440
5) Traf. Signal Replacement (CBD Portland)	Const.	621,552	65,020	43,380
*6) Cornell Rd. @ Murray Blvd.	Const.	86,400	9,150	6,100
B. Salem				
1) Superior St. Vista Ave. (Commercial St. S.)	PE, ROW Const.	2,546,600	--	449,400

* Corrected Submittal

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

Sincerely,

F. B. Klaboe
Director

JLG:dmc
bc: H. S. Coulter R. N. Bothman
L. W. Rulien E. S. Hunter
D. H. Moehring C. O. Fredrickson

1046

2.

September 28, 1979

AGR 4

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, OR 97006

MISC. CONTRACTS and
AGREEMENTS No. 11

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation of emergency vehicle pre-emption devices on traffic signals on the Scholls Highway at Allen Boulevard.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 21, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Change of Project Funding
Item No. 90071
Project No. M-9234(3)
Scholls Hwy. @ Allen Blvd. Sec.
Washington County

I request approval to joint fund the subject project with Interstate Substitution General funds requiring changes on the PR-1 form as follows:

1) Project Number: Change to read "IX-M-9234(3)
2) Appn. Code: Add "823"
3) Class of Federal Funds: Change to read ". . . & Interstate Substitutions General Funds"
4) Estimate Project Cost by Phases: Change to read . . .

Appn. Code	TEC	FF	SF	Amount	%
W36	$ 5,000	$4,400	$ 600	Orig.	88.1
823	5,000	4,250	750	Add'l.	85.0
	$10,000	$8,650	$ 1,350	Rev.	

Note: Revised cost reflects the latest estimate set forth in the attached copy of the justification letter dated September 12, 1979.

Form 734-3122

Approval of this request will involve additional financing utilizing Interstate Substitution General funds for the amount in the preceding tabulation under appropriation code 823.

This request is based on a Sept. 18 letter to you from Mr. F. B. Klaboe, Director of the Department of Transportation.

JLG:dmc
Attachment
cc: R. N. Bothman, Metro
    Max Klotz, Metro
    Jon Rose, Metro
    Ed Hardt, Reg. 1
    Gary Zehner

9676

143

ROAD DESIGN SECTION

Max J. Klotz
Technical Services Engineer
Metro

September 18, 1979

ORIGINAL SIGNED
DUANE C. CHRISTENSEN

D. C. Christensen
Final Design Engineer

Scholls Highway at Allen Blvd.
Scholls Highway
Washington County

Enclosed are three sets of plans and platted cross-sections on the subject section.

Mr. Bob Keech, City of Beaverton, requested the plan and cross-sections through the Traffic Section. They are planning a bike path along Allen Avenue, west of the Scholls Highway. If the bike path is located at the toe of the slope, the six-foot berm from the face of the curb could be reduced to two feet, reducing the embankment quantities.

Please review the plan with them and note any revisions or corrections that should be made.

Enc.

cc L. E. George
L. Watson

LKW:ja

RECEIVED
SEP 19 1979
ROAD DESIGN
SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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Wakerlig

Do Not File
Return To
Bring In
Action
☐

9096

L.

September 18, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for two highway project in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, USC.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

Project	Work	Funds		
		Federal	State	Local
Scholls Hwy. @ Allen Blvd.	PE, ROW, Con.	$122,800	$21,700	$ --
NE Columbia Blvd. Traffic Signals	Const.	$190,000	$20,160	$13,440

I have directed the Project Management Branch of the Highway Division to process these requests with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc: Metropolitan Service District
bc: H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:dmc jv

96 26

Wash. County

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: DISTRIBUTION DATE: August 24, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Scholls Hwy. @ Allen Blvd.
Washington County
Prefix 134-1988

At its meetings last night, the Metropolitan Service District approved our request for additional Mt. Hood Transfer Funds to cover the construction estimate overrun and the remainder of the PE.

The total MSD authorized amount for construction of the project is now $140,000 ($119,000 ff). Additional requests for increases will not be accepted by MSD, so we must stay within those funds or lose the job.

Because of the need to get to contract as soon as possible to beat inflation as much as we can, I am requesting the contract date be moved up from December to November.

A second survey authorization request is attached to Dave Moehring's and Frank Terpin's copies of this letter raising the survey amount to the maximum authorized by MSD -- $10,000 total dollars. The increase in funds is the result of modifying the project by adding a right turn lane and changing to a multi-phase signal. The transfer funds need to be programmed right away to eliminate possible delays.

DISTRIBUTION:

D.H. Moehring, Assistant State Highway Engineer
J.H. Versteeg, Road Design Engineer
L.E. George, Traffic Engineer
F.E. Terpin, Location Engineer

cc: R. Bothman
D. Adams
T. Spence
C. Duval
E. Purdy
W. Sample
G. Zehner
W. Zirbes

1 Versteeg ✓
Anderson
Christiansen
Olson
Sullivan
Terpin
3 Trout
2 Wakeling

RECEIVED
AUG 24 1979
ROAD DESIGN SECTION

Do Not
Return To
Bring
Action

9096

[illegible]
143

Form E-39 (Rev. 9-71)

Planning File No. ____

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SCHOLLS HIGHWAY AT ALLEN BLVD.
Date August 24, 1979
Highway Scholls #143
Authorization No. 2
County Washington
Survey Prefix 134-1988 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot location at the intersection of Scholls Highway and Allen Blvd.

Proposed: Install 2-phase signal and selected widening of Allen Blvd. to the east and Scholls Hwy. north of the intersection.

Purpose of Survey: State to perform field survey, develop plans, specifications, estimate of cost and complete PS&E.

		Estimate of Cost
Field Survey	(901)	3,300
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	2,500
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	250
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	1,000
Environmental	(923)	100
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Estimate of cost:

Category: 3 NM (SWA)
Funding: ~~FAUS~~ M-9234(3) - [illegible]
Additional should be e(4) funds

Total estimated cost of survey	$ 10,000
Previous authorization	5,500
Additional authorization requested	4,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:
K.D. LIMBOCKER, Metro Location-Design Engineer

Recommended for Approval:
Regional Engineer
M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

M-9234(3)

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services — DEPT.
238-8231 — TELEPHONE

TO: D. H. MOEHRING
Project Management

DATE: July 23, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Scholls Hwy. at Allen Blvd.
Scholls Hwy. Washington County
Prefix: 134-1988

The preliminary engineering for the signal and widening work at Scholls Highway/Allen Blvd. intersection has exceeded the $5,000 (f.f.) FAU funds in the M.S.D. T.I.P. Work on the project has been stopped until additional funds are programmed.

MSD has approved an additional $48,048 (f.f.) e(4) transfer funds (FAU replacement) for this project.

5,882 TOT.
Please program $5000 e(4) federal funds for the completion of the P.E. on this project.

If additional information is needed please give me a call.

pq

cc Don Adams
Ted Spence

8-15-79 (Rec'd from [illegible])
Called Max Klotz told him [illegible] justification [illegible] total
P.E. 12,282, [illegible] for
[illegible] 5,500, and [illegible]
authorizing [illegible] for P.E.
Max will work [illegible] it.

[illegible] MSD app[illegible]
additional funding [illegible]
letter from Max [illegible]

[illegible] 8-16-79 [illegible]

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 25 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9234

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: DISTRIBUTION

DATE: August 24, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Scholls Hwy. @ Allen Blvd.
Washington County
Prefix 134-1988

At its meetings last night, the Metropolitan Service District approved our request for additional Mt. Hood Transfer Funds to cover the construction estimate overrun and the remainder of the PE.

The total MSD authorized amount for construction of the project is now $140,000 ($119,000 ff). Additional requests for increases will not be accepted by MSD, so we must stay within those funds or lose the job.

Because of the need to get to contract as soon as possible to beat inflation as much as we can, I am requesting the contract date be moved up from December to November.

To Terpin
[illegible]

A second survey authorization request is attached to Dave Moehring's and Frank Terpin's copies of this letter raising the survey amount to the maximum authorized by MSD -- $10,000 total dollars. The increase in funds is the result of modifying the project by adding a right turn lane and changing to a multi-phase signal. The transfer funds need to be programmed right away to eliminate possible delays.

DISTRIBUTION:

D.H. Moehring, Assistant State Highway Engineer
J.H. Versteeg, Road Design Engineer
L.E. George, Traffic Engineer
F.E. Terpin, Location Engineer

cc: R. Bothman
D. Adams
T. Spence
C. Duval
E. Purdy
W. Sample
G. Zehner
W. Zirbes

H

5

Form E-39 (Rev. 9-71)

Planning File No. ____

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SCHOLLS HIGHWAY AT ALLEN BLVD.

Date August 24, 1979

Highway Scholls #143

Authorization No. 2

County Washington

Survey Prefix 134-1988 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot location at the intersection of Scholls Highway and Allen Blvd.

Proposed: Install 2-phase signal and selected widening of Allen Blvd. to the east and Scholls Hwy. north of the intersection.

Purpose of Survey: State to perform field survey, develop plans, specifications, estimate of cost and complete PS&E.

		Estimate of Cost
Field Survey	(901)	3,300
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	200
Traffic	(911)	2,500
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	250
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	1,000
Environmental	(923)	100
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Estimate of cost:

Category: 3 NM (SWA)
Funding: ~~FAUS~~ M-9234(3)
Additional should be e(4) funds

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 10,000
Previous authorization	5,500
Additional authorization requested	4,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K.D. LIMBOCKER, Metro Location-Design Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

August 1, 1979

The Honorable Victor Atiyeh
Governor of Oregon
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of February 2 requested I keep you informed as to the projects considered to use withdrawn Interstate Funds.

The following projects in the Portland urbanized area were submitted to the Federal Highway Administration during the month of July.

		Funds		
Project	Work	Federal	State	Local
1) W. Approach, Sellwood Br.	Constr.	$606,218	$64,188	$42,792
2) Nyberg Cr. Br. (Tualatin)	Constr.	422,206	44,704	29,803
3) Scholls Hwy. @ Allen Blvd.	PE, Constr.	48,048	5,087	3,392
4) Cornell Rd. @ Murray Blvd.	Constr.	71,560	7,577	5,051
5) S.E. 132nd Ave.-S.E. 142nd Ave.	Constr.	126,764	13,422	8,948

The criteria used to select these projects is the Region's transportation planning process which embodies a continuing cooperative, comprehensive approach. The projects are included in the Region's Transportation Improvement Program.

There were no projects submitted for the Salem urbanized area for the month of July.

Sincerely,

F. B. Klaboe
Director

JLG:dmc fn
bc: H. S. Coulter
L. W. Rulien
D. H. Moehring
R. N. Bothman

9096

2.

July 27, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Suite 100, The Equitable Center
530 Center Street, NE.
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds	
Project	Work	Federal	State
Scholls Hwy. @ Allen Blvd.	PE, Constr.	$48,048	$8,479

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

F. B. Klaboe
Director

cc Metropolitan Service District

bc H. S. Coulter
R. N. Bothman
D. H. Moehring
JLG:dmc
fn

7676

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

ATTN: Mainor Holmes

DATE: July 19, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Fire Pre-emption
Proposed Signal Project
Scholls Highway at Allen Boulevard
Washington County

Please prepare a Letter-Form Agreement between the State and Washington County Fire District No. 1 for the installation of pre-emption equipment on the subject project.

As this is a new installation, the State will pay 50 percent of the cost of the equipment that is a part of the signal controller. The State will maintain, but not replace.

L E George
L. E. George
Traffic Engineer

BET:jrb

July 9, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, Oregon 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979 by Governor Atiyeh I request your approval to use Interstate Transfer Funds for five highway projects in the Portland Urbanized Area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Funding will be as follows:

		Funds		
Project	Work	Federal	State	Local
1. W. Approach, Sellwood Br.	Const.	$606,218	$64,189	$42,792
2. Nyberg Cr. Br. (Tualatin)	Const.	422,206	44,704	29,803
3. Scholls Hwy. @ Allen Blvd.	Const.	48,048	5,087	3,392
4. Cornell Rd. & Murray Blvd.	Const.	71,560	7,577	5,051
5. SE 132nd Ave.-SE 142nd Ave.	Const.	126,764	13,422	8,948

I have directed the Project Management Branch of the Highway Division to process this request with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

JLG:dmc

Sincerely,

F. B. Klaboe
Director of Transportation

cc: Metropolitan Service District
D. H. Moehring
H. S. Coulter
R. N. Bothman

75 16 143

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: Don Adams
Project Development Manager

DATE: May 15, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installation
Scholls Highway at Allen Boulevard
Beaverton

Cost estimates for the construction and installation of a traffic signal at the subject location have been completed. The total estimated cost for the traffic signal utilizing mast arms, assuming it is to be let in November is $70,000. The total estimated cost for road work excluding the right-turn lane on Allen Boulevard is $25,000 making the total project cost $95,000. The separate right turn lane on Allen Boulevard needed for capacity at the signal is estimated to cost an additional $37,000. This estimate for the right-turn lane does not include additional right-of-way or the construction of a sidewalk. Additional field work would be required.

We would like to know as soon as possible, whether or not the right turn lane will be constructed as part of the project so that the signal plans can be prepared accordingly. We also need to know whether or not mast arms will be used. If the right-turn lane is constructed at a later date, it would be much easier to revise the signal if a span-wire type installation was utilized instead of mast arms.

L. E. George
Traffic Engineer

DKH:cs
Attachments

cc: C. T. Keasey
J. H. Versteeg
E. L. Hardt

REFERRED TO

Beard Stoudenmeyer
Cole Sample
Eriksen ✓ Watson
Hager Dorn Leu
[✓ Return], Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

9096

March 21, 1979

City of Beaverton
City Hall
Beaverton, OR   97005

Attention: Susanne Heimbigner
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6917

Gentlemen:

Attached for your files is a fully executed copy of an agreement for extending the right-turn lane on Scholls Hwy. north of Allen Blvd., widening Allen Blvd. east of Scholls Hwy. for a left-turn refuge, and installing a two-phase signal at the intersection of Scholls Hwy. and Allen Blvd.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

Certified

RESOLUTION NO. 2111

3-7-79

A RESOLUTION AUTHORIZING THE MAYOR TO ENTER INTO AN AGREEMENT WITH THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION TO INSTALL TRAFFIC CONTROL SIGNAL EQUIPMENT ON SCHOLLS HIGHWAY AT ALLEN BOULEVARD.

WHEREAS, the Council deems it to be in the best interest of the City to enter into a construction-finance Agreement, Urban System Project with the State of Oregon, acting by and through its Department of Transportation

h in the attached Exhibit

ce.

AVERTON, OREGON AS FOLLOWS:

y and through the Council,

in Exhibit "A".

der are hereby authorized

City the Agreement as set

deliver a certified copy

ee bound copies of the

Oregon Department of

Transportation, Metropolitan Branch.

From Metro Jon Rose	Date [illegible]
To Jerry Wimer	
[✓ Program Mgmt.] Traffic Region 1	

Comments: The subject agreement has been signed by City officials [illegible] copies [illegible]

Adopted by the Council this 26th day of February, 1979.
Approved by the Mayor this 27th day of February, 1979.

ATTEST:

Susanne C. Heimbigner
SUSANNE HEIMBIGNER, Recorder

APPROVED:

JACK R. NELSON, Mayor

Resolution No. 2111

9096

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9234(3)

STATE PROJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90071

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-9-79

FEDERAL ROUTE NUMBER FAU 9234

STATE ROUTE NUMBER Secondary 143

GENERAL LOCATION:

Scholl's Highway at Allen Blvd. Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including utility preparatory work
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-22-78, you are authorized to proceed with the work shown above for a TEC of $5,000 with Federal participation limited to $4,400.

1-15

NOTED
F. B. KLABOE

DATE 1-9-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 22, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90071
Project No. M-9234(3)
Scholl's Hwy. @ Allen Blvd. Sec.
Washington County

Attached support data consists of PR-1 forms, project maps, Traffic Signal Warrant Comparison, Twenty-Four Hour Vehicular Volume and Summary of Traffic Count.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS & E approval at an estimated total cost of $5,000 with an obligation of $4,400 in Federal funds.

JLG:tmw

Attachments

cc: R. N. Bothman, (Metro)
E. L. Hardt, (Region 1)
Max Klotz, (Metro)
Jon Rose, (Metro)
Gary Zehner, w/att.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEI
DATE SUBMITTED TO W.O.	12-22-78	

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FI
CARD 2	(19) (20)	SR 210, SW Allen Ave. (Beaverton) 21 65	ADT	12,800	(66

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	E
CARD 3	Preliminary Engineering 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72

CARD	CLASS OF FEDERAL FUNDS	COU
CARD 4	Urban System	
	NAME OF URBAN AREA 17-31 Portland	ROI N(

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	ES
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE** (Safety)		"Scholls Hwy. @ Allen Blvd. Sec."	0.0	5,000	
5					**ROW**					
5					**CONST** (CODE)				(54,000)	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST
CARD 1	1	JLG		0.0	5,000
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23) (24)

SCHOLLS HWY. @ ALLEN BLVD. SECT
PROJECT NO. M-9234(3)

Existing Facility: Intersectio

Adjacent Sections:
Scholls Hwy. --- Bit. surf
lane. 33
intersect
Allen Blvd. --- Bit. surf.
lane W. of
and 51' W.

Project Data: The work consist
including utility preparatory w
signal at intersection, widenin
left turn refuge and lengthen t
the intersection.

Right-of-Way: No additional re

System Action, Airports, Railro
Recreational Areas: None invol

FHPM 4-1-4 Requirements:
a) State Clearinghouse --
b) Dist. 1 Clearinghouse

FHPM 7-7-2 Requirements: Nonma
FHWA on February 25, 1975 based
Highway Safety Improvement Proj

FHPM 7-7-5 Requirements:
a) Public Hearings --- No
b) Location/Design --- No

Note: 1) This project is in C
2) Included in CRAG FY
in 6 yr. HIP on pg.
from bottom).

Budget Bureau No. 41-R2067; A
U.S.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 12-22-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 210, SW Allen Ave. (Beaverton) 65	ADT	PRESENT 12,800	FUTURE (66) (70) - - -	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 9234

CARD 4

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Washington CODE 067 (74)

ROUTE NO. U FEDERAL-AID 9234 (32) STATE 143 (36) (37) U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(15)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** (Safety)			0.0	5,000	4,400	600	
5					**ROW**							
5					**CONST** (CODE)		"Scholls Hwy. @ Allen Blvd. Sec."		(54,000)			

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	5,000	4,400	600		
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS		

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-22-78

CT LOCATION *(45 typewriter spaces)* 210, SW Allen Ave. (Beaverton)	**ADT**	PRESENT 12,800	FUTURE - - -	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W36	ITEM NO. 90071

ORK *(35 typewriter* eering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M- · NUMBER 9234 · SEQ. NO. (3)	I. Projects Only POST M. DESIG.

Urban System	COUNTY NAME Washington	CODE 067	PROGRAM STAGE ☐ 1 OR ☐ 2
Portland	ROUTE NO. U · FEDERAL-AID 9234 · STATE 143 · U.S. ---		

ORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.1%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ety)			0.0	5,000	4,400	600		Util. prep. work
W								
NST DE)		"Scholls Hwy. @ Allen Blvd. Sec."		(54,000)				ROW-60' normal; Access Control-none; Parking Restrictions-complete.
JLG		PROJECT TOTALS	0.0	5,000	4,400	600		

VAL DATES 10-18-78

REMARKS

-over-

JSCOMM DUSCOMM-DC 48915-F61

SCHOLLS HWY. @ ALLEN BLVD. SECTION
PROJECT NO. M-9234(3)

Existing Facility: Intersection with four-way stop traffic control.

Adjacent Sections:

Scholls Hwy. --- Bit. surf. accommodating two travel lanes and 1 turn lane. 33.5' wide N. of intersection and 48' S. of intersection. Two 6' bikeways S. of intersection.

Allen Blvd. --- Bit. surf. accommodating two travel lanes with 1 turn lane W. of intersection. 32' wide E. of intersection and 51' W. of intersection.

Project Data: The work consists of all phases of preliminary engineering including utility preparatory work for future installation of traffic control signal at intersection, widening Allen Blvd. east of the intersection for a left turn refuge and lengthen the right turn lane on Scholls Hwy. north of the intersection.

Right-of-Way: No additional required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review exempt under working agreements.
b) Dist. 1 Clearinghouse --- A-95 review satisfied through inclusion of project in CRAG TIP/AE.

FHPM 7-7-2 Requirements: Nonmajor action project (Safety) concurred in by FHWA on February 25, 1975 based on "Statewide Environmental Assessment for Highway Safety Improvement Projects".

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.
b) Location/Design --- Not a factor in the development of this project.

Note:
1) This project is in Congressional District No. 1.
2) Included in CRAG FY '79 TIP/AE as 124 on page 48. Also included in 6 yr. HIP on pg. 45 under CRAG TIP FAUS Projects (3rd line from bottom).

FAUS
4234

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring, Manager ATTN: Gary Zehner
Office of Project Management

DATE: December 21, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Traffic Signal Project
Schools Highway No. 143 @ Allen Blvd.

We have reviewed the proposed signal project as you requested. With the construction of the left turn refuge on Allen Boulevard, a third phase is needed. The estimate cost of the three phase signal is $45,000.

L. E. George
L. E. George
Traffic Engineer Supervisor

RTS:cs

Attachment

M

Zehner
Don't overlook PE or
Roadway work

STATE OF OREGON INTEROFFICE MEMO

TO: D. E. Swan
Federal Aid Manager

DATE: December 21, 1978

FROM: R. H. Prange RHPrange
Local Projects Supervisor

SUBJECT: Approved Urban System Projects (2)

The subject projects were approved by the State Highway Engineer on December 21, 1978 under delegated authority from the Oregon Transportation Commission. Attached is the approval letter which also describes the project and a sketch map showing project location. Also, attached is a copy of the project request. By a copy of this memorandum the Region Federal Aid Specialist is hereby requested to notify local government of this approval.

When appropriate, please submit the necessary programming for FHWA approval.

GEZ:dmc
Attachment
cc w/att:
Gary Potter
L. E. George
C. T. Keasey
W. J. Hart
F. E. Terpin
D. O. Christensen
Roger Trygstad
F. W. Yarbrough
Jack Sullivan
Ben Gifford
Pete Carstensen
Frank Lowe
Max Klotz
Jon Rose
Reg. 1 R/W Supervisor

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1978

TO H. S. Coulter
Highway Engineer

FROM Gerald W. Wimer
Local Government Manager

SUBJECT Proposed Urban System Project

The Department of Transportation is requesting an Urban System project on Scholls Highway at Allen Boulevard. The project consists of extending the right-turn lane on Scholls Hwy. North of Allen Blvd., widening Allen Blvd. East of Scholls Hwy. for a left-turn refuge, and installing a two-phase signal at the intersection of Scholls Hwy. and Allen Boulevard. Existing right-of-way is adequate for the proposed improvements. State will perform preliminary and construction engineering. The attached sketch map indicates the location of the project. In summary:

Jurisdiction	Section	Estimated Total Cost	Federal Funds	State Share
State	Scholls Hwy. (FAU 9234) @ Allen Boulevard	$60,000	$52,800	$7,200

The Metropolitan Branch and this office investigated the proposed project confirming its validity and financing under the Urban System Program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

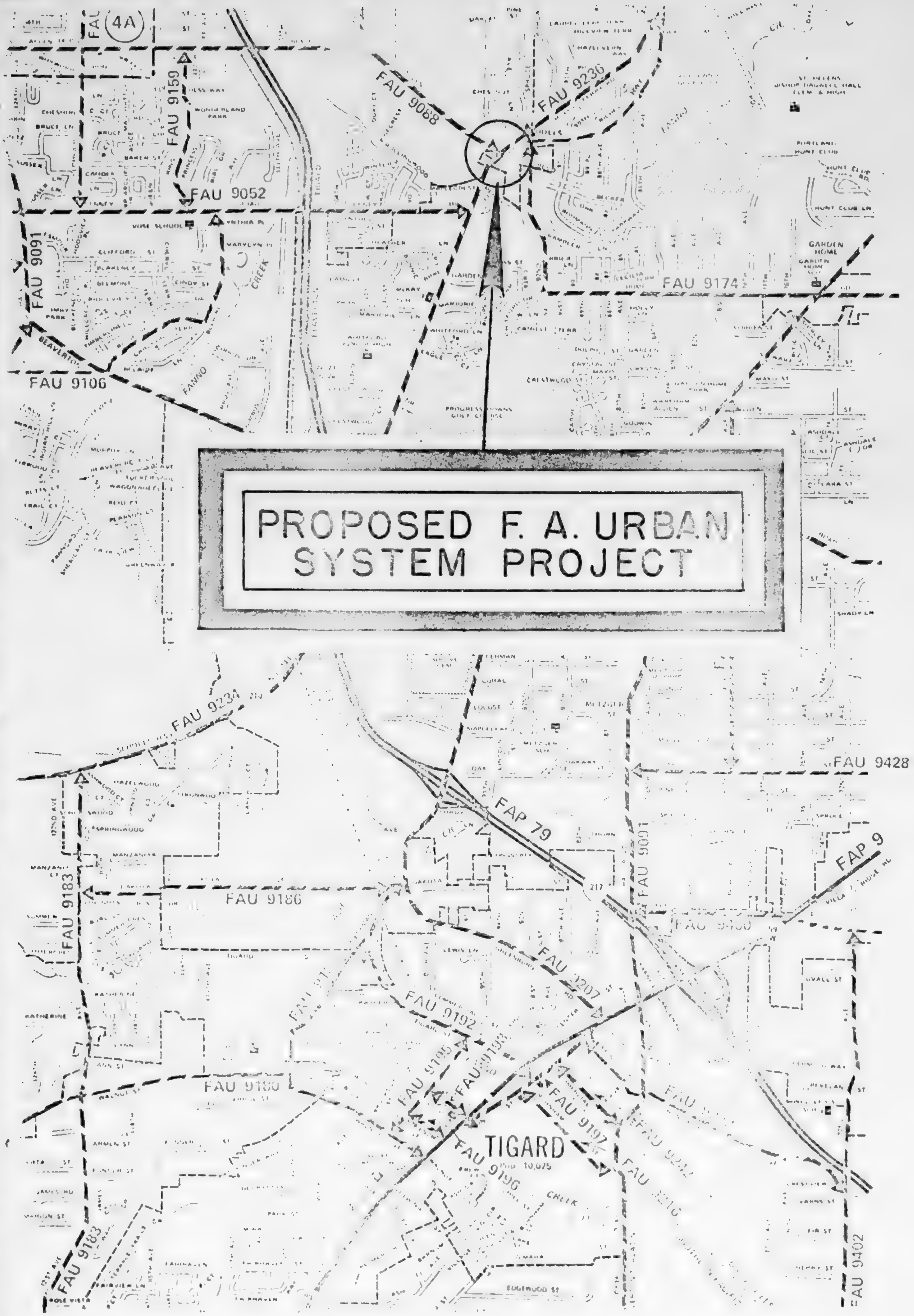
Date 12-21-78

GEZ:dmc

Attachment

cc: C. W. Head
G. W. Wimer

12-21-78
orig to Head
(by Wimer


PROPOSED F. A. URBAN SYSTEM PROJECT
4A
FAU 9159
FAU 9088
FAU 9236
FAU 9052
FAU 9091
FAU 9174
FAU 9106
FAU 9234
FAU 9428
FAP 79
FAP 9
FAU 9186
FAU 9183
FAU 9091
FAU 9207
FAU 9192
FAU 9196
FAU 9190
FAU 9212
FAU 9402
TIGARD
Pop. 10,075
PROGRESS DOWNS GOLF COURSE
PORTLAND HUNT CLUB
GARDEN HOME
CREEK
FANNO
BEAVERTON
WONDERLAND PARK
ST. HELENS

SHA 0001

FAUS 2

Form E-39 (Rev. 9-71)

RE N STATE HIGHWAY DIVISION

F nning File No. 78-125

AUTHORITY FOR SURVEY

G. ction SCHOLLS HIGHWAY AT ALLEN BLVD.

Date December 12, 1978

Highway Scholls #143

Authorization No. 1

County Washington

Survey Prefix 134-1988 (Assigned by Salem office)

Description of termini, route, length, etc.: Spot location at the intersection of Scholls Highway and Allen Blvd.

Proposed: Install 2-Phase signal and selected widening of Allen Blvd. to the east and Scholls Hwy. north of the intersection.

Purpose of survey: State to perform field survey, develop plans, specifications, estimate of cost and complete PS&E.

ARE

M-9234(3)
1-9-79

Category: 3NM (SWA)
Funding: FAUS

		Estimate of Cost
Field Survey	(901)	2,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	700
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	500
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey $5,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

N M

SP*22 84-734

STATE OF OREGON **INTEROFFICE MEMO**

TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: D.H. MOEHRING, Manager Attn: D.E. Swan
Project Management

DATE: December 11, 1978

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Scholls Highway @ Allen Blvd.
Signalization and Widening
Washington County
Planning File 78-125

Here is our programming packet on the subject project. Included are a project information sheet, agreement information sheet, authority for survey, traffic signal warrant comparison and a federal aid project request. This project is covered by the statewide assessment.

to Terpin
12-13-78

This is an FAUS project, sponsored by ODOT. It is listed on Page 48 of the CRAG TIP.

Please program $5,500 for preliminary engineering at this time.

js

attachments

cc: F.E. Terpin
Metro Tech. Svs. (8)

cc: of Packet
To Swan
12-13-78
Z

To TYPE 12-20-78
✓

25-1387

Project SCHOLLS HIGHWAY A LLEN BOULEVARD

Agency Oregon Department of Transportation Date 12/8/78

Type of Project Signalization, minor widening

The agreement on this project should provide for the following responsibilities where applicable:

	State	Applicant	Consultant
Field Survey	(X)	( )	( )
Soils Investigation	(X)	( )	( )
Base Design	(X)	( )	( )
Bridge Design	(x)	( )	( )
Signal Design	(x)	( )	( )
Final Design and Specs	(x)	( )	( )
Acquire R/W	(X)	( )	( )
Relocate Utilities	(X)	( )	( )
Construction Engineering	(X)	( )	( )
Environmental Statements	(X)	( )	( )

	State	Applicant	Contractor
Maintenance During Construction	( )	( )	(x)
Maintenance After Completion - Roadway	(X)	( )	
Maintenance After Completion - Signals	(X)	( )	
Power Consumption - Signals	( )	(*)	
Power Consumption - Lighting	( )	( )	
Pay for Irrigation Water	( )	( )	

*Per LOC Agreement, this intersection is within the City of Beaverton.

Construction will be by Contract (x) State Forces ( ) Local Forces ( )

Advance Deposit for PE Required Yes ( ) No (xx)

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section SCHOLLS HIGHWAY AT ALLEN BOULEVARD Date 12/8/78

Highway Scholls County Washington

Existing Facility

Access control? None parking restrictions? Complete
Airport within 2 miles? No name
Water development in the area? None involved
Recreation areas None involved
Historical areas None involved

Roadway: no. lanes 2 travel lanes, 1 turn lane paved shoulders? None (north of intersection), 2-6' bikeways (south of Ints.)
Scholls Hwy pavement width 33.5' north of intersection, 48' south of intersection

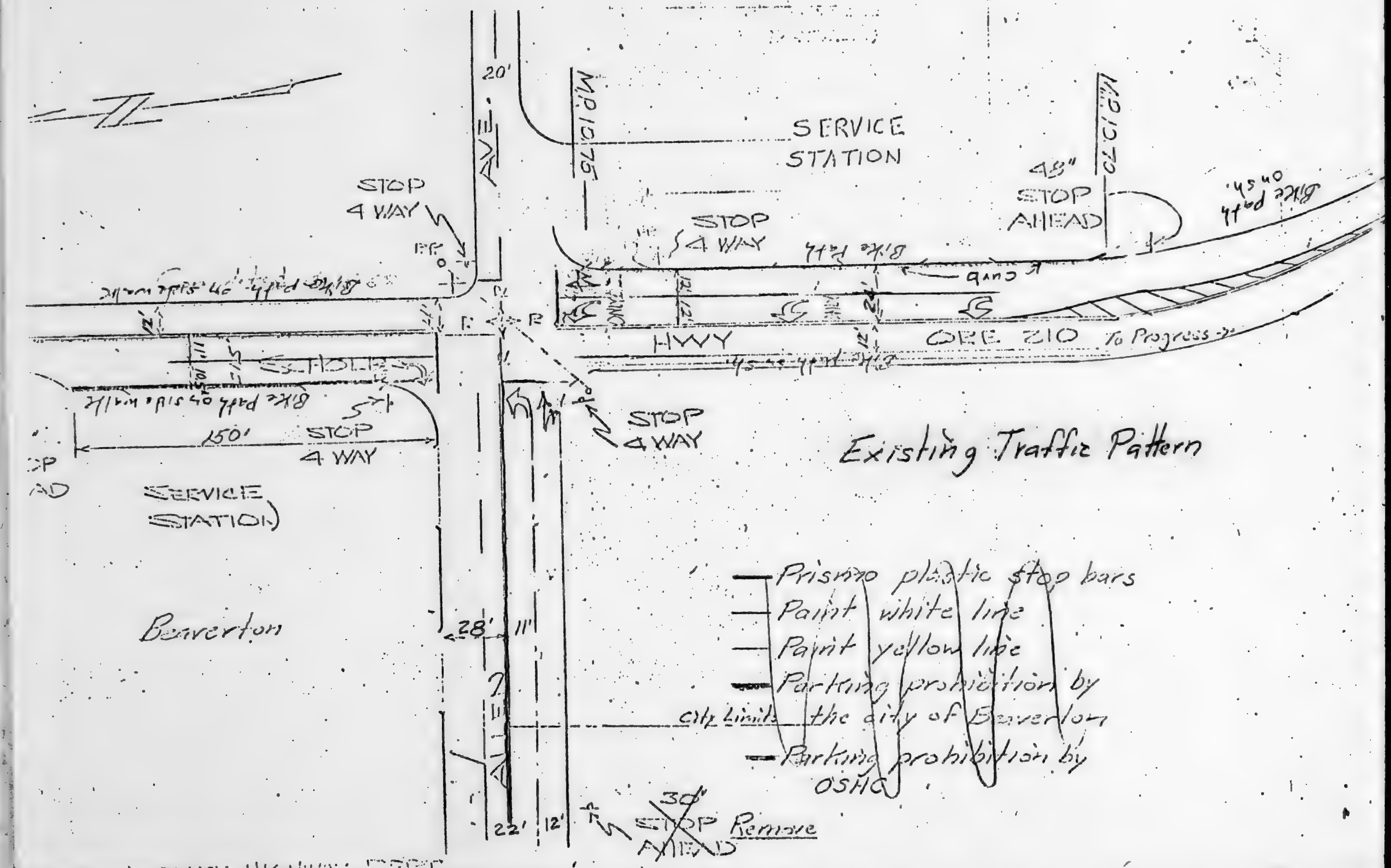
Structures: MP description
None

Signals: location None

Descriptions of adjacent sections
end: See attached sketch.
end:

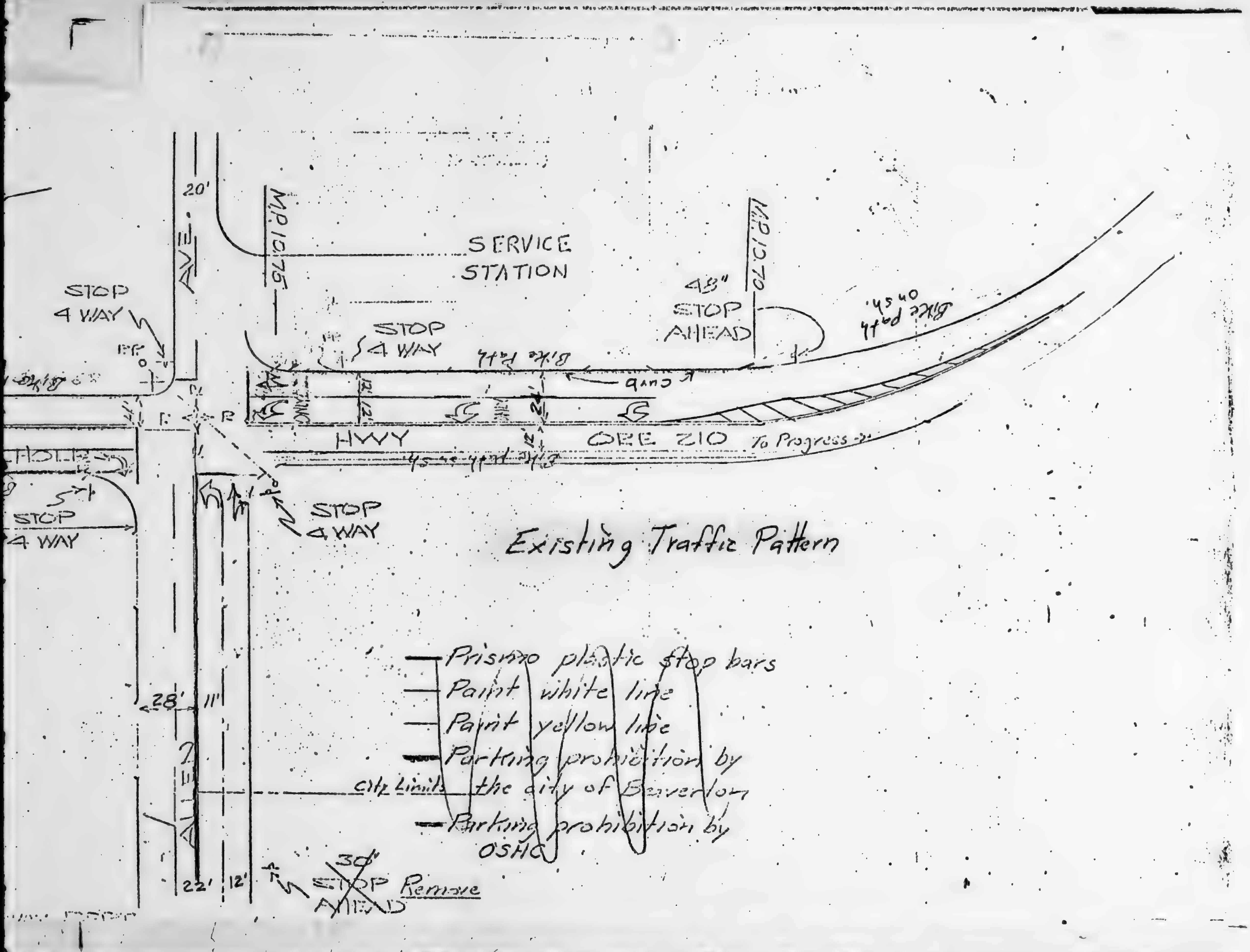
Railroad crossings

Name of railroad None no. of tracks
Number of trains no. of hi-speed trains
Present protection
Proposed protection
Railroad benefits



Existing Traffic Pattern

SERVICE STATION
M.P. 10.75
M.P. 10.70
48"
STOP AHEAD
Bike Path 4' on sh.
STOP 4 WAY
STOP 4 WAY
curb
Bike Path
20'
AVE.
Bike path on side walk
Bike path on side walk
12'
12'
12'
24'
ONLY
ONLY
HWY
ORE 210
To Progress
Bike path 4' on sh.
150'
STOP 4 WAY
STOP 4 WAY
SERVICE STATION
Beaverton
28'
11'
22'
12'
30"
~~STOP AHEAD~~ Remove
Prismo plastic stop bars
Paint white line
Paint yellow line
Parking prohibition by the city of Beaverton
City Limits
Parking prohibition by OSHC



Existing Traffic Pattern

SERVICE STATION
MP 10.75
MP 10.70
20'
AVE.
STOP 4 WAY
STOP 4 WAY
STOP 4 WAY
STOP 4 WAY
48" STOP AHEAD
Bike Path
Bike path on sh.
curb
ONLY
12'
12'
24'
12'
HWY
ORE 210
To Progress
Bike Path on sh.
28'
11'
22'
12'
City Limits
30" STOP AHEAD Remove
Prismo plastic stop bars
Paint white line
Paint yellow line
Parking prohibition by the city of Beaverton
Parking prohibition by OSHC

10 16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 19, 1978

FROM: Ronald W. Failmezger
RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: SIGNAL WARRANTS
Project Request
Scholls Hwy. @ Allen Blvd.

TO: TOM SCHWAB, Metro
Transportation Analysis Engineer

Attached is the manual count taken at the subject intersection for the project request as you requested.

As may be seen the existing traffic volumes exceed the signal warrants as indicated on the signal warrant comparison sheet.

Noted: Tom Schwab

RWF/gw

Attachment

cc: Ed Hardt
Bill Geibel

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Scholls Cross Street Allen Blvd. City ____________

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	850	992	924	824	912	773	1088	965
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	339	237	411	355	371	416	676	763
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	1	1	1	0	3	1	4

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
[✓ 1.] Minimum Vehicular Volume:			
Major Street	500		8
Minor Street	150		8
[✓ 2.] Interruption of Continuous Traffic:			
Major Street	750		8
Minor Street	75		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		8
Pedestrian Volume	150		0
4. Accident Experience:			
Preventable Accidents (last 12 Months)		–	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		–	
Minimum Warrant		800	

Date of Traffic Count 10/9,10/78

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** X standard warrants used.
____ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Scholls Cross Street Allen Blvd. City ____________

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	850	972	924	824	812	773	1098	965
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	339	237	411	355	371	416	676	763
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	1	1	1	0	3	1	4

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	500		8
Minor Street	150		8
2. Interruption of Continuous Traffic:			
Major Street	750		8
Minor Street	75		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		8
Pedestrian Volume	150		0
4. Accident Experience:			
Preventable Accidents (last 12 Months)		–	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		–	
Minimum Warrant		800	

Date of Traffic Count 10/9,10/78

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

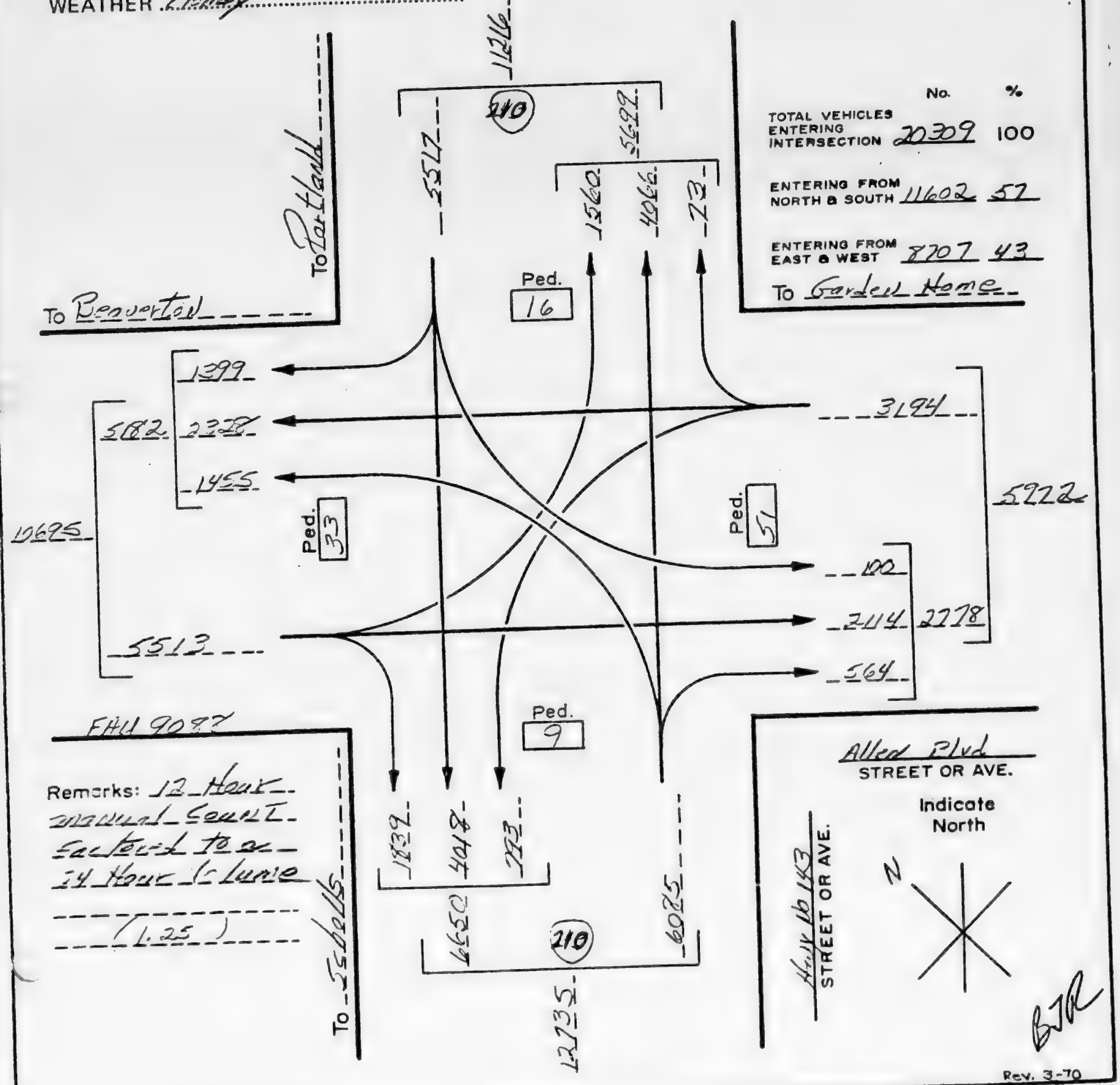
** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

REGON STATE HIGHWAY DIVISIC
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 9-10, 1978
DAY OF WEEK mon-tue
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 6AM-6PM
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 6AM-6PM
WEATHER cloudy

CITY OR ~~COUNTY~~ Beaverton
INTERSECTION OF Scholls Hwy No 143
(OPE 210) @ Allen Blvd. FAU 9088
MILE POST 10.26
CLASSIFICATION All Vehicles


11216
210
5517
5699
1560
4066
73
Ped. 16
To Portland
To Beaverton
1399
5182
2328
1455
10695
Ped. 33
5513
FAU 9088
3194
5972
Ped. 51
100
2114
2778
564
Ped. 9
1839
4018
793
6650
210
6085
12735
To Scholls
Hwy 10 143
STREET OR AVE.
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	20309	100
ENTERING FROM NORTH & SOUTH	11602	57
ENTERING FROM EAST & WEST	8707	43

To Garden Home

Remarks: 12 Hour manual count factored to a 24 Hour Volume (1.25)

Allen Blvd
STREET OR AVE.

Indicate North

BJR

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

October 9-10,1978
Mon-Tue
ed 4AM-6PM
loudy

Classification All Vehicles

City or ~~County~~ Beaverton
Intersection Scholls Hwy NO 143 (ORE 210)
@ Allen Blvd FAU7087
Mile Post 10.76

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS						
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North		East		West		Sou
49	24	81	114	144	54	20	25	21	47	521	317	55	364	45	121	165	77	176		1		1		1	
140	85	211	355	293	110	43	40	54	110	1448	860	59	597	41	355	329	247	505	2		1	3		1	
113	102	267	393	234	130	49	38	53	174	1564	992	63	572	37	387	287	285	605		1	5	4	3	3	
43	49	151	134	74	76	21	35	45	46	683	416	61	267	39	201	97	170	215				4		2	1
74	82	240	190	102	107	39	23	95	70	1033	604	58	429	42	321	145	284	283							
55	72	290	244	128	135	34	27	124	74	1201	701	58	500	42	356	167	331	345		2			1		
113	106	325	304	153	144	31	46	161	128	1526	924	61	602	39	446	191	411	478		1	1	3		3	
117	89	247	298	135	150	25	32	116	125	1341	824	61	517	39	369	162	355	455	1		2				
95	88	272	303	155	178	34	48	105	91	1372	812	59	560	41	370	189	371	442					1	1	
93	105	250	283	144	177	32	39	134	104	1375	778	57	577	43	352	181	416	426	2	1	10	2	3	3	2
109	182	456	353	159	222	75	42	272	117	2030	1088	54	942	46	576	244	676	512	1		9	1	9		
118	264	424	282	141	208	211	56	291	78	2091	965	46	1126	54	549	363	763	416		4	3	2	1	1	1
1399	1560	4018	4066	2328	2114	793	564	1839	1455	20309	11602	57	5707	43	5517	3194	5513	6085							
1119	1248	2214	3353	1862	1691	634	451	1471	1164	16245	9281	57	6961	43	4413	2554	4410	4868	16		51		33		9

Tabulated by Du 10/12/78
Checked by Bill T. Randall 10-16-78

wy #143 St. is North and South
Allen Blvd St. is East and West

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date October 9-10, 1978
Day of week Mon-Tue
Hours counted 6AM-6PM
Weather cloudy

Classification ALL Vehicles

City or County [illegible]
Intersection Salem Hwy NO 143
@ Allen Blvd FAU7029
Mile Post 16.76

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
		SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS			
A. M.	6:00- 7:00	1	1	49	24	81	114	144	54	20	25	21	47	521	317	55	264	45	131	165	99	176
	7:00- 8:00	4	3	140	85	211	355	293	110	43	40	54	110	1448	860	59	588	41	355	339	249	505
	8:00- 9:00	7	4	113	102	267	393	234	130	49	38	53	174	1564	992	63	572	37	387	287	285	605
	9:00-10:00	7	2	43	49	151	134	74	76	21	35	45	46	683	416	61	267	39	201	97	170	215
	10:00-11:00	7	4	74	82	240	190	102	107	39	23	95	70	1033	604	58	429	42	321	145	284	283
	11:00-12:00	11	7	55	72	290	244	128	135	34	27	124	74	1201	701	58	500	42	356	169	331	345
P. M.	12:00- 1:00	8	7	113	106	325	304	153	144	31	46	161	128	1526	924	61	602	39	446	191	411	478
	1:00- 2:00	5	2	117	89	247	298	135	150	25	32	116	125	1341	824	61	517	39	363	162	355	455
	2:00- 3:00	3	-	95	88	272	303	155	178	34	48	105	91	1372	812	59	560	41	370	189	371	442
	3:00- 4:00	9	5	93	105	250	283	144	177	32	39	134	104	1375	778	57	597	43	352	181	416	426
	4:00- 5:00	11	12	109	182	456	353	159	222	95	42	272	117	2030	1088	54	942	46	576	266	676	512
	5:00- 6:00	7	11	118	264	424	232	141	208	211	56	291	78	2091	965	46	1126	54	549	363	763	416
	6:00- 7:00																					
	7:00- 8:00																					
	8:00- 9:00																					
	9:00-10:00																					
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total		100	73	1399	1560	4018	4066	2328	2114	793	564	1839	1455	20309	11602	57	8707	43	5517	3174	5513	6055
12-Hour total		80	58	1119	1248	3214	3253	1862	1691	634	451	1471	1164	16245	9281	57	6964	43	4413	3554	4410	4868
__-Hour total																						
Control																						
Factor 1.25																						

Tabulated by Du 10/12/78
Checked by Bill T. Randall 10-16-7

Hwy #143 St. is North and South
Allen Blvd St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

tober 9-10,1978
Mon-Tue
AM-6PM
udy

Classification All Vehicles

City or ~~County~~ Beaverton
Intersection Scholls Hwy NO 143 (ORe 210)
@ Allen Blvd. FAU7029
Mile Post 10.76

SUMMARY BY MOVEMENTS															ENTERING VOLUMES – SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	Sou
49	24	81	114	144	54	20	25	21	47	521	311	55	364	45	121	165	77	176	1	1	1	
140	85	211	355	293	110	43	40	54	110	1448	860	59	587	41	355	339	249	505	2	1 3	1	
113	102	267	393	234	130	49	38	53	174	1564	992	63	572	37	387	287	335	605	1	5 4	3 3	
43	49	151	134	74	76	21	35	45	46	683	416	61	267	39	201	97	170	215		4	2	1
74	82	240	190	102	107	39	23	95	70	1033	604	58	429	42	321	145	294	273				
55	72	290	244	128	135	34	27	124	74	1201	701	58	500	42	356	167	331	345	2		1	
113	106	325	304	153	144	31	46	161	128	1526	924	61	602	39	446	191	411	478	1	1 3	3	
117	89	247	298	135	150	25	32	116	125	1341	824	61	517	39	369	162	355	455	1	2		
95	88	272	303	155	178	34	48	105	91	1372	812	59	560	41	370	189	371	442			1 1	
73	105	250	283	144	177	32	39	134	104	1375	778	57	597	43	352	181	416	426	2 1	10 2	3 3	2
109	182	456	353	159	222	75	42	272	117	2030	1088	54	942	46	576	244	696	512	1	9 1	9	
118	264	424	282	141	208	211	56	291	78	2091	965	46	1126	54	549	363	763	416	4	3 2	1 1	1
399	1560	4018	4066	2328	2114	793	564	1839	1455	20309	11602	57	8707	43	5517	3174	5513	6055				
119	1248	3214	3353	1862	1691	634	451	1471	1164	16245	9281	57	6964	43	4413	2554	4410	4868	16	51	33	9

Tabulated by Du 10/12/78

Checked by Bill J. Randall 10-16-78

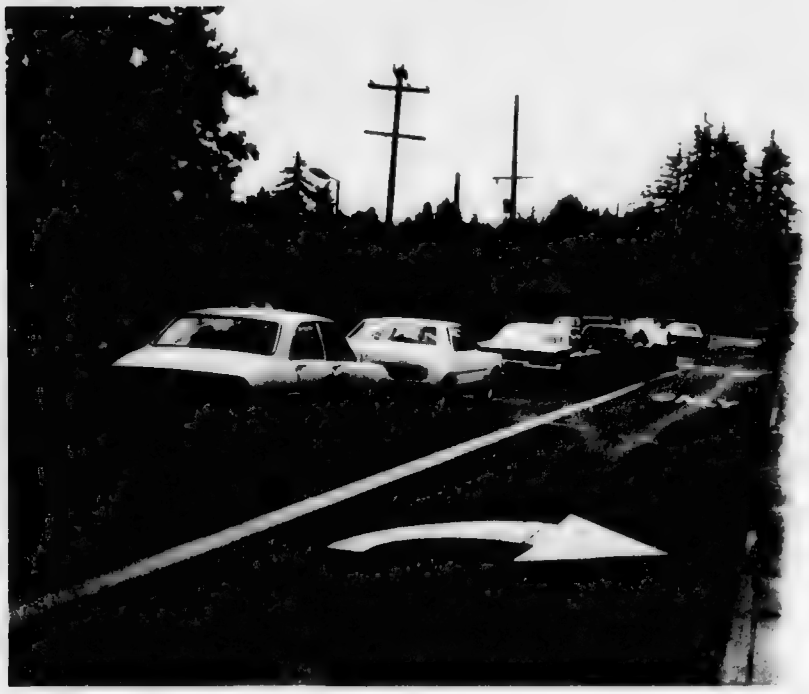
y #143 St. is North and South

en Blvd St. is East and West

9-1-78.

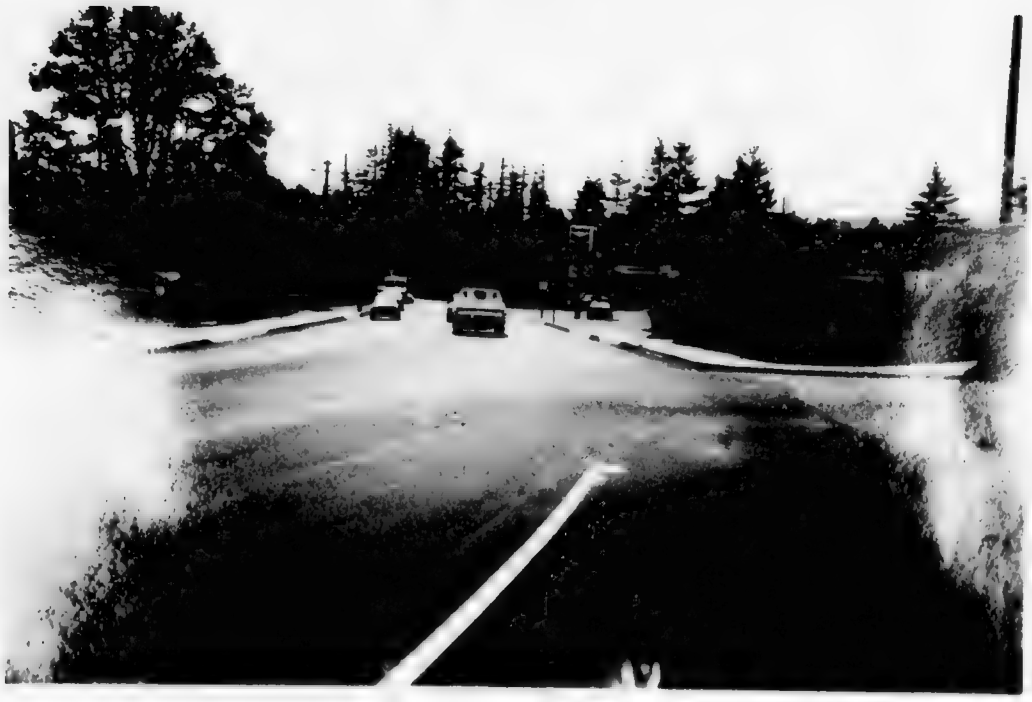
Allen Blvd. Intersection
Scholls Highway

AUG 78



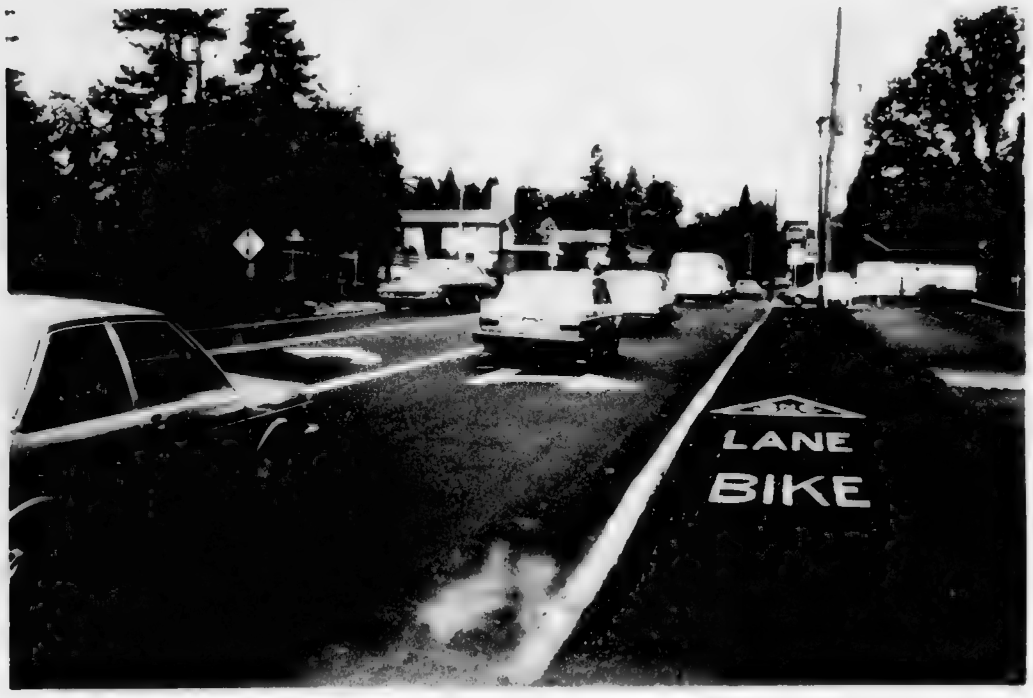
1. Camera facing south.

AUG 78

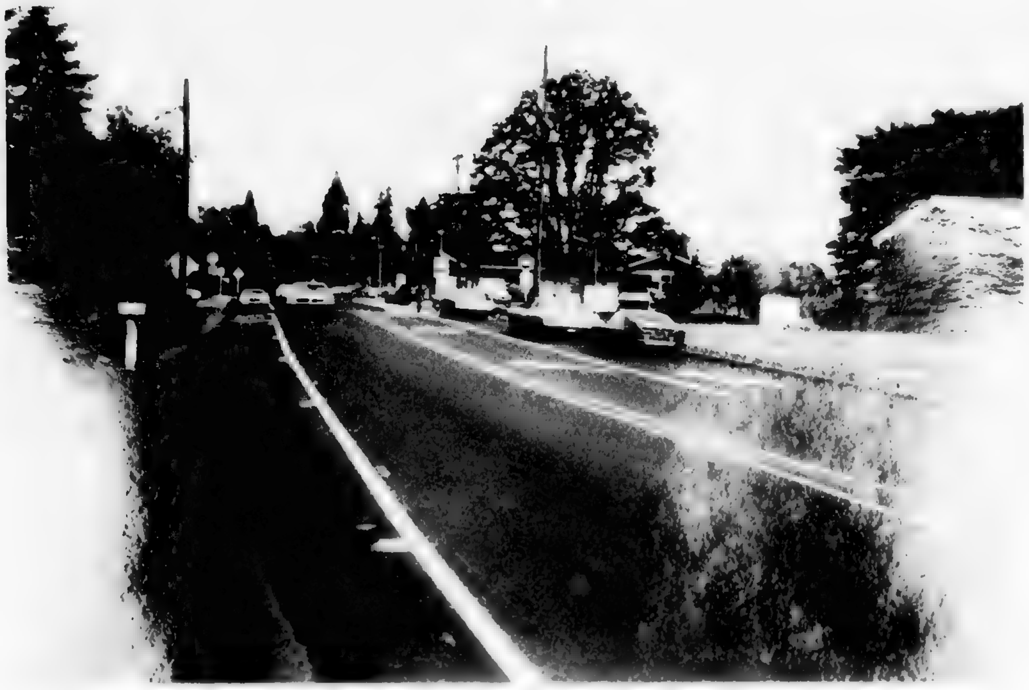


2. Camera facing south.

2/2.


AUG 78

3. Camera facing north.


AUG 78

4. Camera facing north.

Rear Entrance [illegible] Sidewalk [illegible] @ Art Bldg.
March [illegible]

[illegible] Drive Pavement [illegible] @ $1.00/ft²

[illegible] Sidewalk [illegible]

[illegible]

Remove [illegible]

[illegible] @ 330'×16'× [illegible] = $4,040

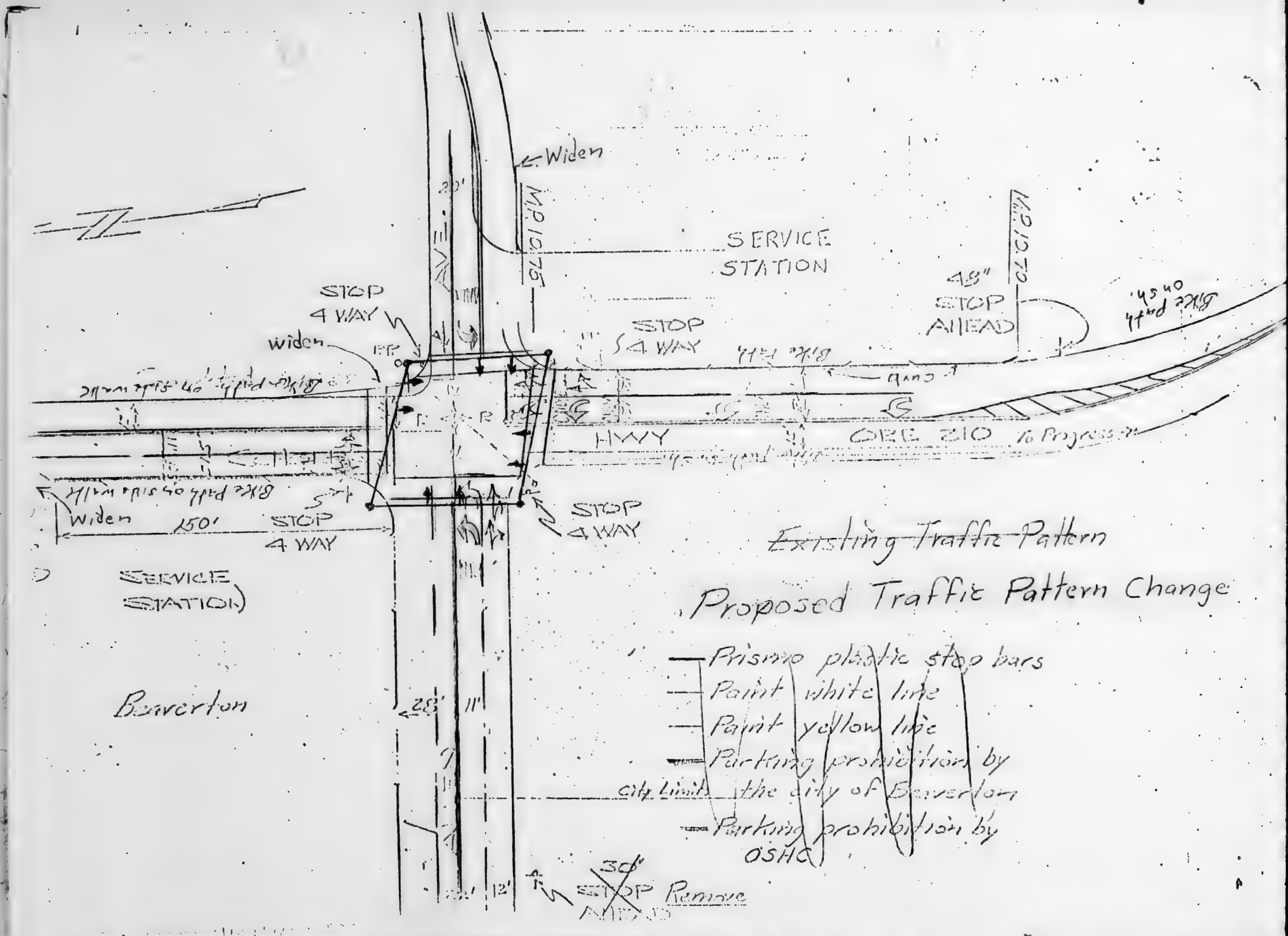
[illegible] = [illegible]

[illegible] 1,200

[illegible] = [illegible] $[illegible],000

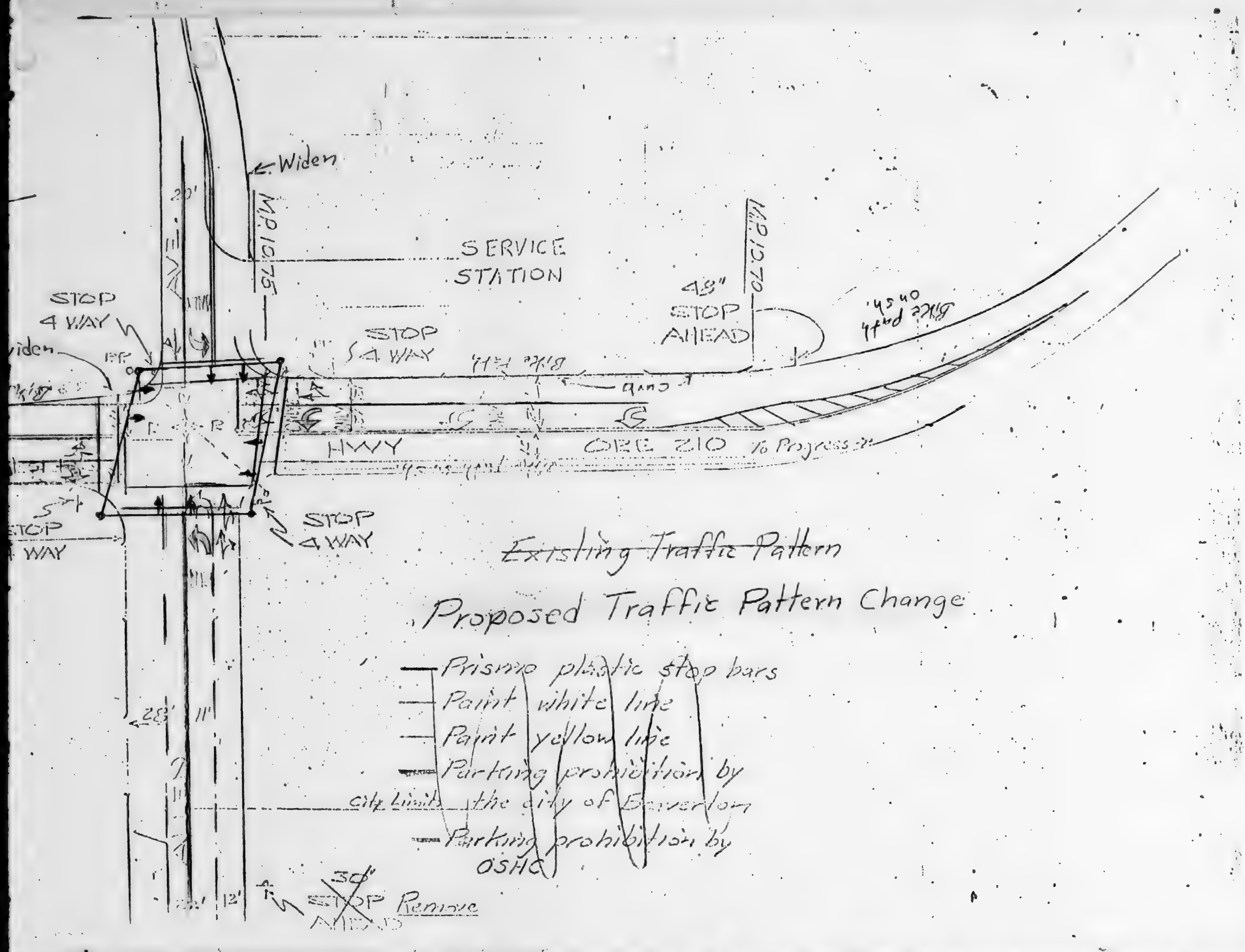
[illegible]

[illegible]


~~Existing Traffic Pattern~~

Proposed Traffic Pattern Change

Prismo plastic stop bars
Paint white line
Paint yellow line
Parking prohibition by the city of Beaverton
city Limit
Parking prohibition by OSHC
Widen
M.P. 10.75
SERVICE STATION
M.P. 10.70
48" STOP AHEAD
Bike path on sh.
STOP 4 WAY
widen
STOP 4 WAY
Bike Path
curb
AVE.
30'
HWY
ORE 210 To Progress
Bike path on sidewalk
Widen
150'
STOP 4 WAY
STOP 4 WAY
SERVICE STATION
Beaverton
28'
11'
12'
~~30" STOP AHEAD~~ Remove

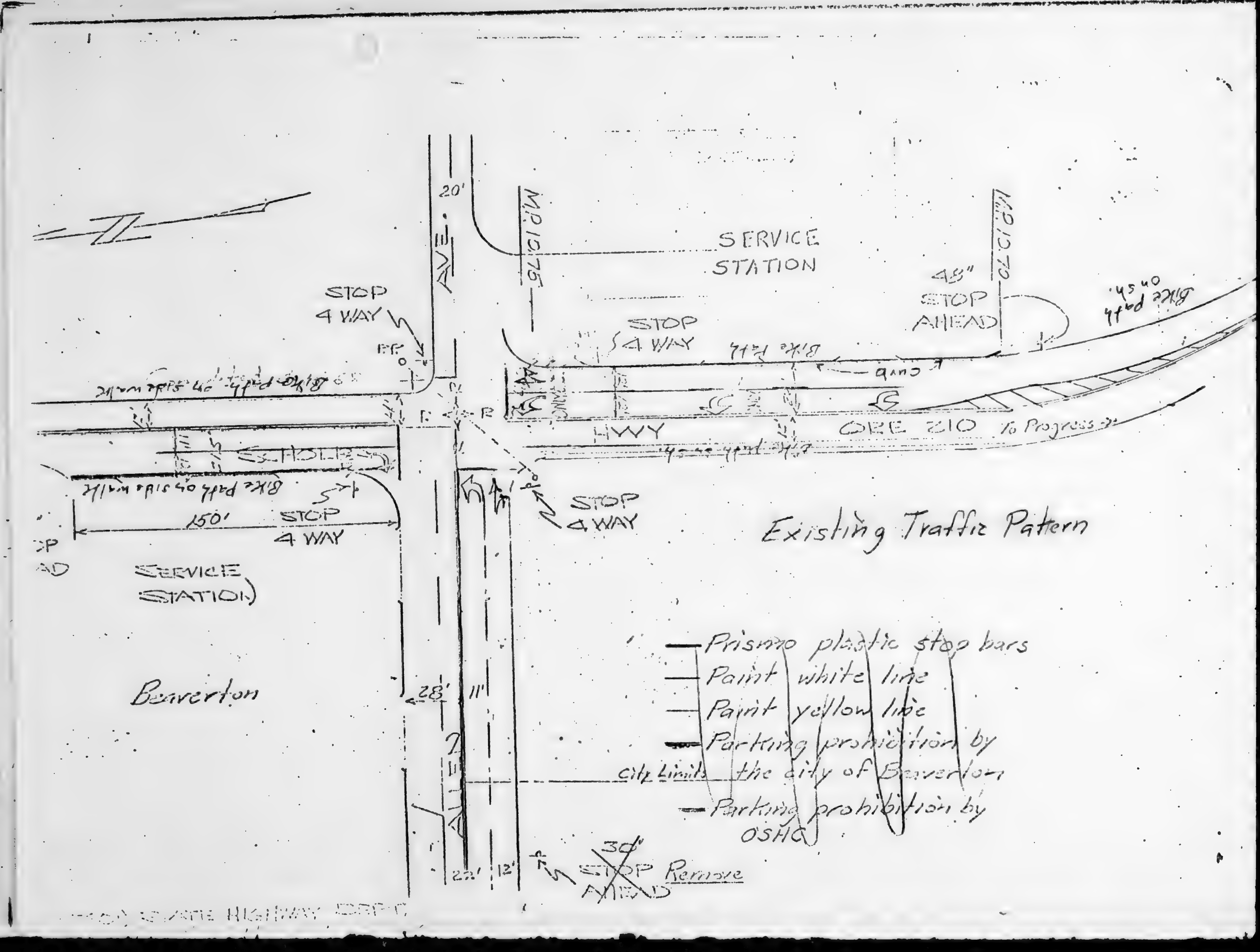


← Widen
20'
AVE
MP 10.75
SERVICE STATION
STOP 4 WAY
Widen
STOP 4 WAY
48" STOP AHEAD
MP 10.70
Bike path on sh.
Bike Path
curb
HWY
ORE 210
To Progress
STOP 4 WAY
STOP 4 WAY
28'
11'
12'
city Limits
30" ~~STOP AHEAD~~ Remove

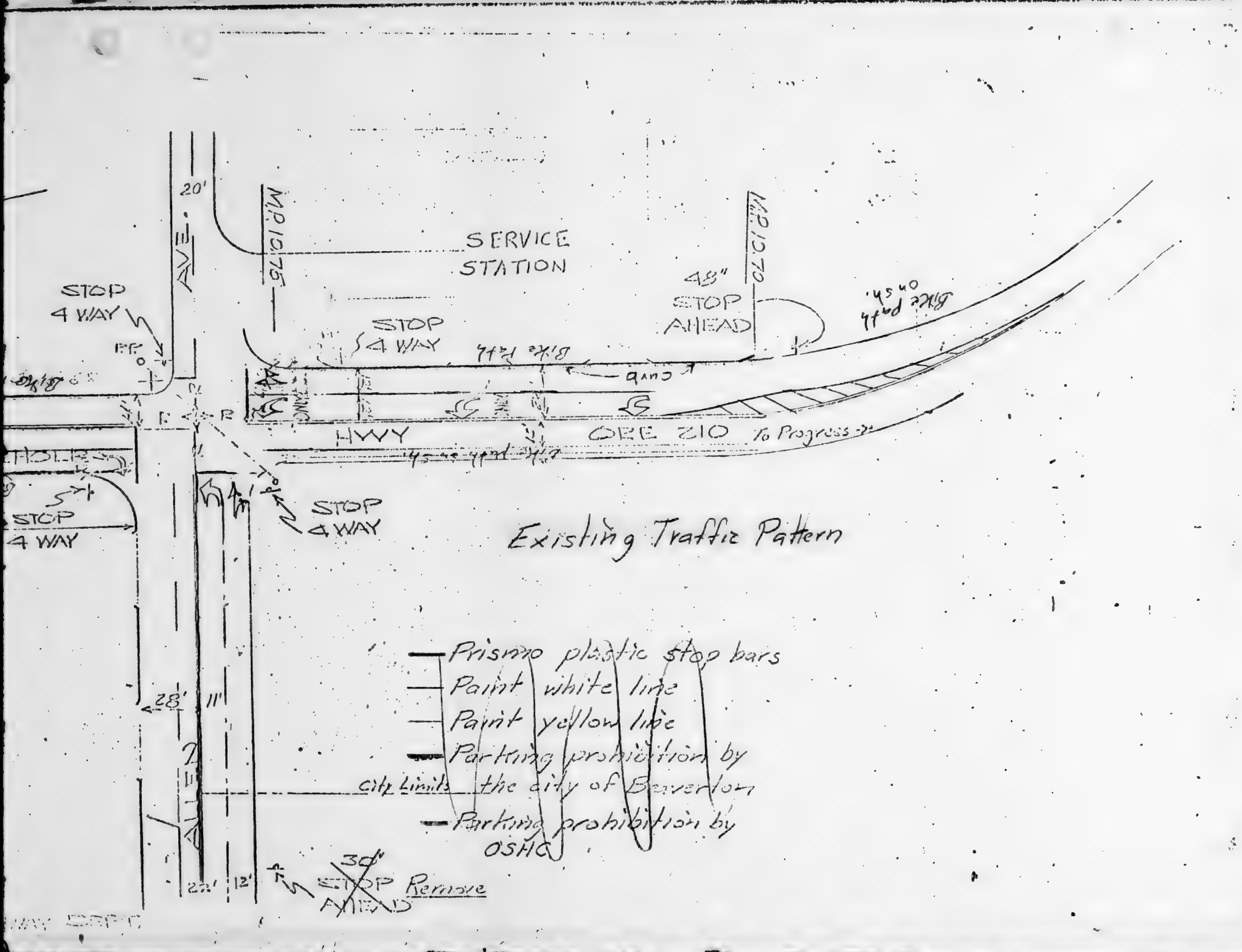
~~Existing Traffic Pattern~~

Proposed Traffic Pattern Change

- Prismo plastic stop bars
- Paint white line
- Paint yellow line
- Parking prohibition by the city of Beaverton
- Parking prohibition by OSHC


Existing Traffic Pattern

SERVICE STATION
MP 10.75
MP 10.70
48"
STOP AHEAD
Bike path on sh.
STOP 4 WAY
Bike Path
curb
HWY
ORE 210 To Progress
Bike path on
SCHOLLS
Bike path on side walk
Bike path on side walk
STOP 4 WAY
150'
STOP 4 WAY
STOP 4 WAY
AVE.
20'
ONLY
ONLY
P.P.
P
P
SERVICE STATION
Beaverton
28'
11'
22'
12'
city Limits
30"
STOP AHEAD
Remove
Prismo plastic stop bars
Paint white line
Paint yellow line
Parking prohibition by the city of Beaverton
Parking prohibition by OSHC
STATE HIGHWAY DEPT.


Existing Traffic Pattern

SERVICE STATION
MP 10.75
MP 10.70
AVE.
20'
STOP 4 WAY
STOP 4 WAY
STOP 4 WAY
STOP 4 WAY
48" STOP AHEAD
Bike Path
Bike path on sh.
curb
HWY
ORE 210
To Progress
28'
11'
22'
12'
30" STOP AHEAD Remove
City Limits
Prismo plastic stop bars
Paint white line
Paint yellow line
Parking prohibition by the city of Beaverton
Parking prohibition by OSHC

M.P. 10.76

FEDERAL AID PROJECT REQUEST

Date 9/22/78

Applicant Agency Oregon Department of Transportation

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 9234 Route Name Scholls Hwy.

Project Name Scholls Highway at Allen Blvd.

Project Length 0.1 mile Project Location (Attach sketch map)

Project Description Install a two-phase signal. Lengthen the right turn lane on Scholls Hwy. north of the intersection. Widen Allen Blvd. east of the intersection, for a left turn refuge. Increase the curb radius and taper the northeast corner at the intersection. (see attached sketch).

Average Daily Traffic 12,800 (1977 count) Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 33'-36' (Scholls) Travel Lanes 2 Shoulders bikeways

Medians None Parking None

Sidewalks Both sides of Scholls, north of Allen Blvd.

Remarks Width of Allen Blvd. is 32' east of the intersection, 51'west of intersection.

2. Desired Roadway Cross Section: (Attach sketch)

Width 33'-36' (Scholls) Travel Lanes 2 Shoulders bikeways

Medians None Parking None

Curbed Yes Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks Widen Allen Blvd. east of the intersection, for a left turn refuge (minimum total width 36').

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Four-way stop.

2. Proposed Signalization:

Location Allen Blvd.

Type Actuated
Phases Two
Type of Suspension Span wire
Interconnected No
Remarks

3. Permanent Signing:

Include in project or by applicant? In project.

4. Permanent Striping:

Include in project or by applicant? In project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Metro Branch, ODOT Office
2.	Environmental	Metro Branch, ODOT Office
3.	Public Hearing	Metro Branch, ODOT Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State X______ Consultant__________

3. Will applicant perform any work prior to or after award of contract?

Yes X______ No______

If "yes," describe briefly: Preliminary engineering

Construction engineering

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 14,500
Right-of-way costs (if participating)	
Traffic control	4 ~~40,000~~ 45,000 Per L.E. George Letter 12-21-78
Illumination	
Structures	
Railroad	
Other______________________________	
Preliminary engineering	5,500
PROJECT TOTAL	$ 60,000

Remarks____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM: Oregon Department of Transportation

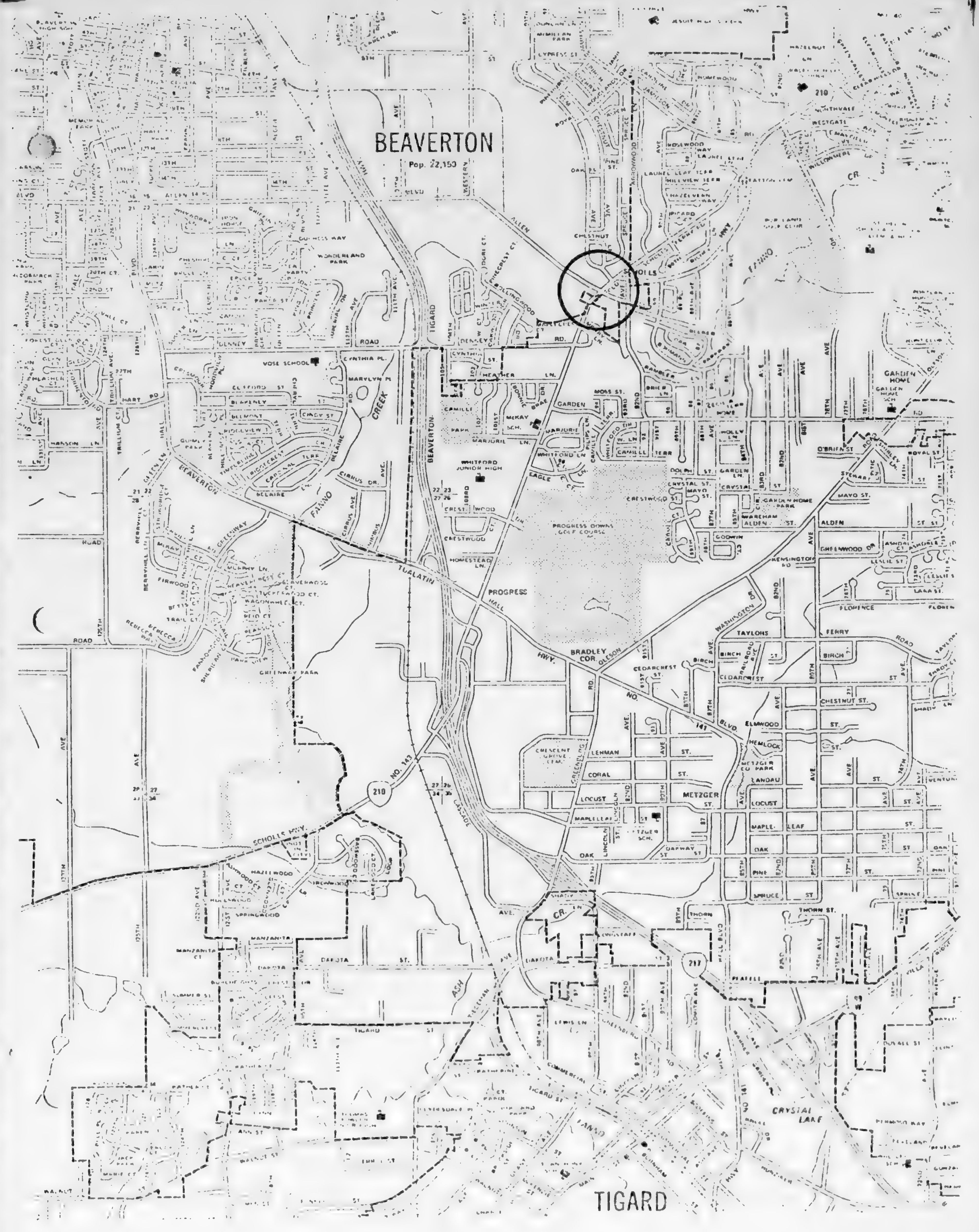
CITY OF ______________________ and/or ______________________ COUNTY

By______________________ By______________________

By______________________ By______________________

By______________________

(1976)


BEAVERTON
Pop. 22,150
TIGARD
METZGER
PROGRESS
PROGRESS DOWNS GOLF COURSE
WHITFORD JUNIOR HIGH
VOSE SCHOOL
McKAY SCH.
METZGER SCH.
WONDERLAND PARK
GARDEN HOME
CRYSTAL LAKE
CRESCENT GROVE CEM.
GREENWAY PARK
BEAVERTON HILLSDALE HWY.
SCHOLLS HWY.
SCHOLLS FERRY RD.
TUALATIN VALLEY HWY.
NO. 143
210
217
NO. 141
FANNO CREEK
DENNEY RD.
HALL BLVD.
TAYLORS FERRY ROAD
GARDEN HOME RD.
OLESON RD.
ALLEN BLVD.
TIGARD ST.
DAKOTA ST.
CASCADE
CEDARCREST
ELMWOOD
LOCUST
MAPLELEAF
OAK
SPRUCE
LENMAN
CORAL
LANDAU
ALDEN
FLORENCE
KENSINGTON RD.
GREENWOOD DR.
BIRCH
CHESTNUT ST.
HEMLOCK
CRESTWOOD
HOMESTEAD LN.
CIRRUS DR.
BELAIRE
HEATHER LN.
CYNTHIA PL.
MARJORIE LN.
CAMILLE PARK
EAGLE CT.
MOSS ST.
O'BRIEN ST.
MAYO ST.
MANZANITA CT.
HAZELWOOD
SPRINGWOOD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 19, 1978

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: SIGNAL WARRANTS
Project Request
Scholls Hwy. @ Allen Blvd.

TO: TOM SCHWAB, Metro
Transportation Analysis Engineer

Attached is the manual count taken at the subject intersection for the project request as you requested.

As may be seen the existing traffic volumes exceed the signal warrants as indicated on the signal warrant comparison sheet.

RWF/gw

Attachment

cc: Ed Hardt
Bill Geibel

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Scholls Cross Street Allen Blvd. City ____________

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	850	992	924	924	912	773	1098	965
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	339	237	411	355	371	416	676	763
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	1	1	1	0	3	1	4

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	500		8
Minor Street	150		8
2. Interruption of Continuous Traffic:			
Major Street	750		8
Minor Street	75		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	600		8
Pedestrian Volume	150		0
4. Accident Experience:			
Preventable Accidents (last 12 Months)		–	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		–	
Minimum Warrant		800	

Date of Traffic Count 10/9,10/78

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

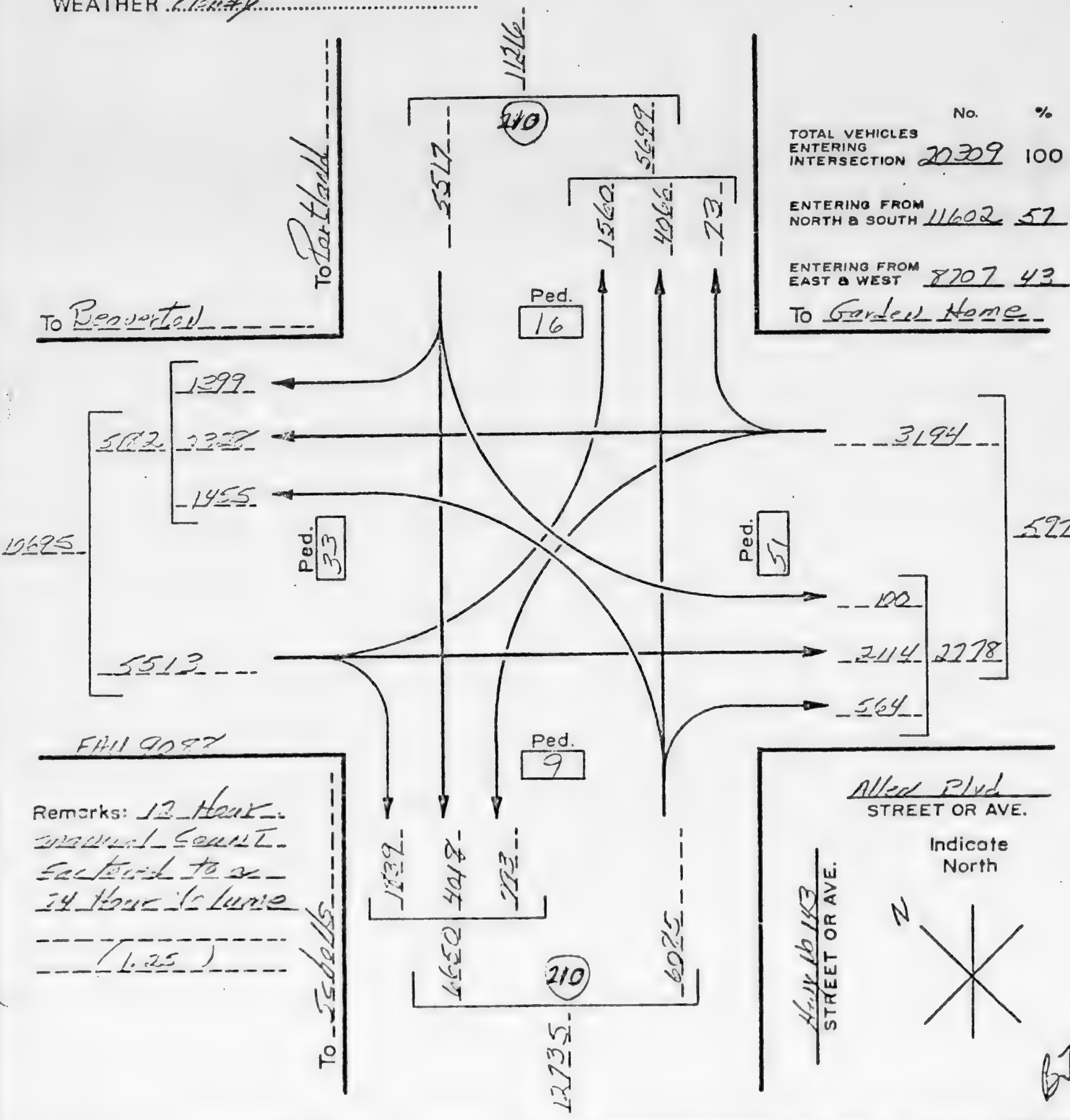
** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

)REGON STATE HIGHWAY DIVIS.
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 9-10, 1978
DAY OF WEEK mon - tue
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 6AM - 6PM
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 6AM - 6PM
WEATHER cloudy

CITY OR ~~COUNTY~~ Beaverton
INTERSECTION OF Scholls Hwy No 143 (OR 210) @ Allen Blvd FAU 9088
MILE POST 10.26
CLASSIFICATION ALL Vehicles


11216
210
5517
5699
1560
4066
73
To Portland
To Beaverton
Ped. 16
1399
5182
2328
1455
10695
Ped. 33
5513
3194
5922
Ped. 51
100
2114
2778
564
FAU 9088
Ped. 9
1139
4017
773
6650
210
6085
12735
To Scholls
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	20309	100
ENTERING FROM NORTH & SOUTH	11602	57
ENTERING FROM EAST & WEST	8707	43

To Garden Home

Remarks: 12 Hour manual Count factored to a 24 Hour Volume (1.25)

Allen Blvd
STREET OR AVE.

Hwy No 143
STREET OR AVE.

BJR

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

October 9-10, 1978
ek Mon-Tue
rted 4AM-6PM
cloudy

Classification All Vehicles

City or County Beaverton
Intersection Shell- Hwy NO 143 (ORE 210)
@ Allen Blvd FAU7077
Mile Post 10.76

North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	Sou
															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
49	24	81	114	144	54	20	25	21	47	521	317	55	264	45	121	165	99	176	1	1	1	
140	85	211	355	293	110	43	40	54	110	1448	860	59	588	41	355	327	249	505	2	1 3	1	
113	102	267	393	234	130	49	38	53	174	1564	992	63	572	37	387	287	285	605	1	5 4	3 3	
43	49	151	134	74	76	21	35	45	46	683	416	61	267	39	201	97	170	215		4	2	
74	82	240	190	102	107	39	23	95	70	1033	604	58	429	42	321	145	284	283				
55	72	290	244	128	135	34	27	124	74	1201	701	58	500	42	356	169	331	345	2		1	
113	106	325	304	153	144	31	46	161	128	1526	924	61	602	39	446	191	411	478	1	1 3	3	
117	89	241	298	135	150	25	32	116	125	1341	824	61	517	39	349	162	355	455	1	2		
95	88	272	313	155	178	24	48	105	91	1372	812	59	560	41	370	189	371	442			1 1	
93	105	250	283	144	177	32	39	134	104	1375	778	57	597	43	352	181	416	426	2 1	10 2	3 3	2
109	182	456	353	159	222	95	42	272	117	2030	1088	54	942	46	576	266	676	512	1	9 1	9	
118	264	424	292	141	203	211	56	291	78	2091	965	46	1126	54	549	363	763	416	4	3 2	1 1	1
1399	1560	4017	4066	2328	2114	793	564	1839	1455	20309	11602	57	8707	43	5517	3194	5513	6035				
1119	1248	3214	3353	1862	1691	634	451	1471	1164	16245	9381	57	6961	43	4413	2554	4410	4868	16	51	33	9

Tabulated by Du 10/12/78
Checked by Bill T. Randall 10-16-78

Hwy #143 St. is North and South
Allen Blvd St. is East and West

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date October 9-10, 1978
Day of week Mon-Tue
Hours counted 6AM-6PM
Weather cloudy

Classification All Vehicles

City or County [illegible]
Intersection Scholls Hwy NO. 143
@ Allen Blvd. FAU 2089
Mile Post 16.26

	TIME	SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS			
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
A. M.	6:00- 7:00	1	1	49	24	81	114	144	54	20	25	21	47	521	317	55	264	45	131	165	99	176
	7:00- 8:00	4	3	140	85	211	355	293	110	43	40	54	110	1448	860	59	588	41	355	339	249	505
	8:00- 9:00	7	4	113	102	267	393	234	130	49	38	53	174	1564	992	63	572	37	387	287	285	605
	9:00-10:00	7	2	43	49	151	134	74	76	21	35	45	46	683	416	61	267	39	201	97	170	215
	10:00-11:00	7	4	74	82	240	190	102	107	39	23	95	70	1033	604	58	429	42	321	145	284	283
	11:00-12:00	11	7	55	72	290	244	128	135	34	27	124	74	1201	701	58	500	42	356	169	331	345
P. M.	12:00- 1:00	8	7	113	106	325	304	153	144	31	46	161	128	1526	924	61	602	39	446	191	411	478
	1:00- 2:00	5	2	117	89	247	298	135	150	25	32	116	125	1341	824	61	517	39	369	162	355	455
	2:00- 3:00	3	-	95	88	272	303	155	178	34	48	105	91	1372	812	59	560	41	370	189	371	442
	3:00- 4:00	9	5	93	105	250	283	144	177	32	39	134	104	1375	778	57	597	43	352	181	416	426
	4:00- 5:00	11	12	109	182	456	353	159	222	75	42	272	117	2030	1088	54	942	46	576	246	676	512
	5:00- 6:00	7	11	118	264	424	282	141	208	211	56	291	78	2091	965	46	1126	54	549	363	763	416
	6:00- 7:00																					
	7:00- 8:00																					
	8:00- 9:00																					
	9:00-10:00																					
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total		100	73	1399	1560	4018	4066	2328	2114	793	564	1839	1455	20309	11602	57	8707	43	5517	3174	5512	6055
12-Hour total		80	58	1119	1248	3214	3253	1862	1691	634	451	1471	1164	16245	9281	57	6964	43	4413	3554	4410	4868
-Hour total																						
Control																						
Factor 1.25																						

Tabulated by Du 10/12/78
Checked by Bill J. Randall 10-16-78

Hwy #143 St. is North and South
Allen Blvd St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

tober 9-10,1978
Mon-Tue
AM-6PM
oudy

Classification All Vehicles

City or County Beaverton
Intersection Scholls Hwy No 143 (ORe 210)
@ Allen Blvd FAU7022
Mile Post 10.76

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North		East		West		Sou	
49	24	81	114	144	54	20	25	21	47	521	317	55	204	45	121	165	99	176		1		1		1		
140	85	211	355	292	110	43	40	54	110	1448	860	59	588	41	355	337	249	505	2		1	3		1		
113	102	267	393	234	130	49	38	53	174	1564	992	63	572	37	387	287	285	605		1	5	4	3	3		
43	49	151	134	74	76	21	35	45	46	683	416	61	267	39	201	97	170	215				4		2		
74	82	240	190	102	107	39	23	95	70	1033	604	58	429	42	321	145	284	283								
55	72	290	244	128	135	34	27	124	74	1201	701	58	500	42	356	169	331	345		2			1			
113	106	325	304	153	144	31	46	161	128	1526	924	61	602	39	446	191	411	478		1	1	3		3		
117	89	247	298	135	150	25	32	116	125	1341	824	61	517	39	349	162	355	455	1		2					
95	88	272	303	155	178	34	48	105	91	1372	812	59	560	41	370	189	371	442					1	1		
93	105	250	283	144	177	32	39	134	104	1375	778	57	597	43	352	181	416	426	2	1	10	2	3	3	2	
109	182	456	353	159	222	75	42	272	117	2030	1088	54	942	46	576	266	676	512	1		9	1	9			
118	264	424	282	141	203	211	56	291	78	2091	965	46	1126	54	549	363	763	416		4	3	2	1	1	1	
1399	1560	4018	4066	2328	2114	793	564	1839	1455	20309	11602	57	8707	43	5517	3174	5513	6055	16		51		33		9	
1119	1248	3214	3353	1862	1691	634	451	1471	1164	16245	9281	57	6964	43	4413	3554	4410	4868								

Tabulated by Du 10/12/78
Checked by Bill J. Randall 10-13-78

y #143 St. is North and South
llen Blvd St. is East and West

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Beaverton County Washington
Intersection of Scholls Ferry Hwy and Allen Blvd.
Highway Number 143 (ORE 210) NE 10.76
Period Covered 1-1-73 3-31-78
Compiled by Drawn by Date 12-20-78

LEGEND

● Person Killed
←----- Pedestrian Killed
○ Person Injured
◁----- Pedestrian Injured
←—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe

Scholls Ferry Hwy
Allen Blvd.
Sal 15

←----- Path of Pedestrian
←—— Path of Vehicle
◁----- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision Type	1973 - 1974				[illegible]				1977				[illegible]				[illegible]			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			4	2											2			3	10	13
Head-on																		2	4	6
Rear-end			4	5																
Sideswipe																			2	2
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc															3	3		5	16	21
TOTAL		1	9	10		2						3								

Form [illegible]

1980 Airport Rd. at Salmon River 9097
Hwy. Sec. E. of McMinnville.
(Grading & paving)

C4A 6725 10·20·78

YAMHILL

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS (Revised) DATE:9/23/82&2/10/84

COUNTY: YAMHILL

CITY: McMINNVILLE AGREEMENT NO: 6725 PROJECT NO: M-4430(1)

CONTRACT NO: 9097 SECTION: Airport Road at Salmon River Highway

PRELIMINARY ENGINEERING: Prefix No. 236-1961

Resident Engineer	$ 14,748.13
Final Design	3,804.16
Preliminary Design	94.30
Soils and Geology	2,806.29
Signing	544.10
R/W Liaison	379.92
Recon. and Hydrology	209.98
Project Management	274.95
Specifications	1,560.46
Administrative Services	47.67
Environmental Section	579.42
TOTAL P.E.	$ 25,049.38
Less Federal Funds	-21,108.70
BALANCE	$ 3,940.68
Less Non-Participating Costs:	
Resident Engineer	-438.56
AMOUNT TO BE SHARED	$ 3,502.12
STATE SHARE: 50% of $3,502.12 =	1,751.06
LOCAL SHARE: 50% of $3,502.12 + ($438.56) =	2.189.62

CONSTRUCTION: Prefix No. 236-1083

Payments to Contractor		$288,739.90
Interest Paid Contractor		89.06
SFO #1 Permanent Striping		907.63
SFO #2 Permanent Signing		853.03
SFO #3 Credit for State Furnished Elec. Conduit		-1,920.67
Construction Engineering		30,271.97
Project Management		150.11
Construction Section		138.74
TOTAL CONSTRUCTION		$319,229.77
Less Federal Funds		281,166.44
BALANCE		$ 38,063.33
Less Non-Participating Costs:		
Interest Paid Contractor	$ 89.06	
Construction Engineering	285.59	(374.65)
AMOUNT TO BE SHARED		$ 37,688.68

G

STATE SHARE:
50% of ($37,688.68 + $285.59) = $ 18,987.14

LOCAL SHARE:
50% of $37,688.68 + ($374.65 - $142.80) = $ 19,076.19

SUMMARY:

Local Share P.E.	$ 2,189.62
Local Share Construction	19,076.19
TOTAL LOCAL SHARE	$ 21,265.81
Less County Advance Deposits	(9,855.00)
Less City Advance Deposit	(9,200.00)
Less Final Payment by County	(2,412.01)
REFUND DUE COUNTY	$ 201.20

GEZ:pf

236-1961

236-1083

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ 3rd Post FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8/11/78
TO 5/1/81

FEDERAL AID PROJECT NO.
M-4430(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$319,289.68	$318,855.12	88.18%	$281,166.44	$281,166.44	$ 0.00
25,049.38	24,610.82	85.77%	21,108.70	21,108.70	0.00
$344,339.06	$343,465.94		$302,275.14	$302,275.14	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
4/25/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Airport Road at Salmon River Highway Section McMinnville City Street, FAU 4430 Yamhill County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 24,610.82	
	Construction					
	Type Code 6201					
	Roadway (Sta. "RJ" 91+00 To Sta. "RJ" 111+28.80)					
	Final Contract Payment Summary	Lump Sum			288,739.90	
SFO	#1 Permanent Pavement Striping (State)	All Required			907.63	
SFO	#2 Permanent Signing (State)	All Required			853.03	
SFO	#3 FAA REimbursed State for electrical conduit	All Required			(1,920.67)	
	Total Participating Construction				$288,579.89	
	Construction Engineering					
	State	All Required			30,275.23	
	Total Participating Cost				$343,465.94	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			$ 89.06	
	Construction Engineering	All Required			345.50	
	Preliminary Engineering	All Required			438.56	
	Total Nonparticipating Cost				$ 873.12	
	Total Cost				$344,339.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      MARCH 1983      PAGE  221

                                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
        DESCRIPTION                 PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE     TO DATE        BEG   END
                              234   1095      915     00 P 1                        274.09         274.09     82    82
                              234   1095      948     00 P 1                          7.72          15.32     82    82
                                              TOT        P1                         281.81         531.08
                                          ** JOB TOTALS **                  **      281.81  **     531.08  **

SPRRXING-DUNDEE-NEWBERG RD  CONT NO        FA PROJ NOS RRO 000S037 100                                        STATE
                              236   1082      205     01 P 1                      6,165.91                    81    83
                              236   1082      270     01 P 1                      5,090.87CR   56,568.21     81    83
                              236   1082      296     00 N 9                        806.81CR   55,000.00CR   79    83
                              236   1082      298     00 N 9                        806.81     55,000.00     79    83
                              236   1082      900     00 P 1                         99.55      4,666.48     80    83
                              236   1082      900     03 P 1                                        4.80     79    79
                              236   1082      915     00 P 1        12.80             423.90         423.90     82    83
                              236   1082      920     00 P 1                                         44.34     79    79
                              236   1082      948     00 P 1                           8.73         104.57     81    83
                                              TOT        P1         12.80           1,607.22     61,812.30
                                          ** JOB TOTALS **          12.80   **      1,607.22  **  61,812.30  **

AIRPORT RD @ SALMON R HWY   CONT NO 9097 * FA PROJ NOS M   4930001 100                                        STATE
                              236   1083      201     00 P 1                                    288,739.90     80    81
                              236   1083      206     00 N 1                                         99.06     81    81
                              236   1083      270     01 P 1                                        907.63     80    81
                              236   1083      270     02 P 1        182.00            182.00         853.03     80    83
                              236   1083      270     02 N 1        182.00CR          182.00CR                  80    83
                              236   1083      291     03 P 1                                      1,920.67CR   81    81
                              236   1083      295     00 N 9                                      9,200.00     80    81
                              236   1083      296     00 N 9                        2,222.39CR  300,283.35CR   80    82
                              236   1083      297     00 N 9                        2,222.39     10,077.39     80    82
                              236   1083      298     00 N 9                                    281,005.96     80    81
                              236   1083      900     00 P 1                                     29,473.09     80    81
                              236   1083      900     00 N 1                                        258.61     80    81
                              236   1083      920     00 P 1                                        150.11     80    81
                              236   1083      945     00 P 1                                        138.74     81    81
                              236   1083      948     00 P 1                                          8.29     81    81
                              236   1083      948     00 N 1                                         26.98     81    81
                              236   1083      960     00 N 1                                         59.91     80    80
                                              TOT        P1        182.00            182.00     318,855.12
                                              TOT        N1        182.00CR          182.00CR       434.56
                                          ** JOB TOTALS **                  **               **  319,289.68  **

DUNDEE/NEWBERG RD @ SPRR X  CONT NO 9209 * FA PROJ NOS RRO 000S037  39 RRS 000S037  61                        STATE
                              236   1086      201     00 P 1                     16,388.53    100,622.33     81    83
                              236   1086      201     00 P 2                     16,388.53CR   20,294.30     81    83
                              236   1086      206     00 N 1                                         27.28     82    83
                              236   1086      206     00 N 2                                         42.69     82    82
                              236   1086      270     03 P 1                                        649.01     81    83
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                                                                                     FISCAL          GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH       YEAR TO DATE         TO DATE
                                   234   1992     914    00 P 1                                          201.53
                                                  TOT    P1                                              256.13
                                               ** JOB TOTALS **               **                  **     256.13  **

 SPRR XING @ DUNDEE-NEWBERG RD CONT NO     * FA PROJ NOS RRO- 00S037 100                                          STATE
                                   236   1954     296    00 N 9                                        5,130.00CR
                                   236   1954     298    00 N 9                                        5,130.00
                                   236   1954     901    00 P 1                     121.76             2,153.03
                                   236   1954     901    00 N 1                     205.37               205.37
                                   236   1954     905    00 P 1                                          912.47
                                   236   1954     909    00 P 1                                          120.12
                                   236   1954     911    00 P 1                                          437.29
                                   236   1954     913    00 P 1                                           73.02
                                   236   1954     914    00 P 1                                        1,024.99
                                   236   1954     914    00 N 1                                           42.58
                                   236   1954     918    00 P 1                                           42.40
                                   236   1954     920    00 P 1                                          232.90
                                   236   1954     921    00 P 1                                        1,452.80
                                   236   1954     922    00 P 1                                           34.20
                                   236   1954     923    00 P 1                                          464.12
                                                  TOT    P1                         121.76             6,947.34
                                                  TOT    N1                         205.37               247.95
                                               ** JOB TOTALS **               **    327.13    **       7,195.29  **

 3 MILE LN RELOCATION         CONT NO 0000 * FA PROJ NOS M   4430001 100                                          STATE
                                   236   1961     295    00 N 9 Tv City           2,000.00             2,000.00
                                   236   1961     296    00 N 9                   1,970.80CR          23,298.32CR
                                   236   1961     297    00 N 9                     189.62               189.62
                                   236   1961     298    00 N 9                     218.82CR          21,108.70
                                   236   1961     901    00 P 1                                       14,309.57
                                   236   1961     901    00 N 1                                          438.56
                                   236   1961     905    00 P 1                                        3,804.16
                                   236   1961     907    00 P 1                                           94.30
                                   236   1961     910    00 P 1                                        2,806.29
                                   236   1961     911    00 P 1                                          544.10
                                   236   1961     913    00 P 1                                          379.92
                                   236   1961     918    00 P 1                                          209.98
                                   236   1961     920    00 P 1                                          274.95
                                   236   1961     921    00 P 1                                        1,560.46
                                   236   1961     922    00 P 1                                           47.67
                                   236   1961     923    00 P 1                                          579.42
                                                  TOT    P1                                           24,610.82
                                                  TOT    N1                                              438.56
                                               ** JOB TOTALS **               **              **      25,049.38  **

 N YAMHILL RIV BRDG-OAKRG RD   CONT NO     * FA PROJ NOS SOS 3600001 100                                          STATE
                                   236   1964     296    00 N 9                                       25,429.00CR
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

05/12/83

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
317-2516	1	M -3650-002	79,362.00	92,346.52	92,198.63	88.18	81,300.75	79,362.00	1,938.75 B	
315-1094	1#	M -3920-001	237,304.73	281,916.58	276,578.94	85.80	237,304.73	237,304.73		
315-1938	1#	M -3920-001	22,209.20	26,065.26	25,884.85	85.80	22,209.20	22,209.20		
		PROJ TOTALS	259,513.93	307,981.84	302,463.79		259,513.93	259,513.93		
315-1003	1	M -3920-002		376.89	376.89	85.80	323.37		323.37 A	
315-2519	1	M -3920-002	11,700.62	13,690.19	13,646.91	85.80	11,709.05	11,700.62	8.43 B	
		PROJ TOTALS	11,700.62	14,067.08	14,023.80		12,032.42	11,700.62	331.80	
315-1956	1#	M -3920-003	38,936.55	45,636.56	45,380.60	85.80	38,936.55	38,936.55		
315-2523	1	M -3920-004	142,800.00	140,098.46	138,808.62	88.15	122,359.80	122,295.81		63.99
315-1022	1#	M -3920-005	201,983.65	241,116.99	229,058.35	88.18	201,983.65	201,983.65		
315-1022	8#	M -3920-005	33,918.45	38,493.05	38,465.02	88.18	33,918.45	33,918.45		
		PROJ TOTALS	235,902.10	279,610.04	267,523.37		235,902.10	235,902.10		
>133-1026	1*	M -4030-001	87,631.83	98,316.64	99,412.17	88.15	87,631.83	87,631.83		
>133-1933	1*	M -4030-001	5,367.39	6,257.89	6,257.89	85.77	5,367.39	5,367.39		
		PROJ TOTALS	92,999.22	104,574.53	105,670.06		92,999.22	92,999.22		
333-1931	1#	M -4031-001	26,125.40	30,459.83	30,459.83	85.77	26,125.40	26,125.40		
333-2510	1#	M -4031-002	63,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54		
333-1028	1	M -4031-003	328,248.00	369,241.90	369,009.19	88.15	325,281.60	325,281.60		
304-1950	1#	M -4350-001	15,730.16	18,130.09	17,838.69	88.18	15,730.16	15,730.16		
304-1040	1	M -4350-002	101,541.00	131,144.34	123,028.95	81.83	100,674.59	100,674.59		
236-1083	1*	M -4430-001	281,166.44	319,289.68	318,855.12	88.18	281,166.44	281,166.44		
236-1961	1*	M -4430-001	21,108.70	25,049.38	24,610.82	85.77	21,108.70	21,108.70		
		PROJ TOTALS	302,275.14	344,339.06	343,465.94		302,275.14	302,275.14		
336-1963	1	M -4545-001	28,294.00	24,417.81	24,357.12	85.77	20,891.10	20,655.42		235.68
331-1947	1#	M -4620-001	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
331-1012	1	M -4620-002	206,063.00	251,938.72	250,814.85	81.83	205,241.79	205,241.79		
331-1012	8	M -4620-002	45,500.00	54,962.58	54,961.07	81.83	44,974.64	44,974.64		
		PROJ TOTALS	251,563.00	306,901.30	305,775.92		250,216.43	250,216.43		
/331-2509	1#	M -4645-002	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

3rd Post
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-4430(1)

VOUCHER PERIOD

FROM 8/11/78

TO 5/1/81

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$319,289.68	$318,855.12	88.18%	$281,166.44	$281,166.44	$ 0.00
25,049.38	24,610.82	85.77%	21,108.70	21,108.70	0.00
$344,339.06	$343,465.94		$302,275.14	$302,275.14	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY

Oregon

DATE

4/25/83

SIGNATURE OF AUTHORIZED OFFICIAL

Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Airport Road at Salmon River Highway Section McMinnville City Street, FAU 4430 Yamhill County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 24,610.82	
	Construction					
	Type Code 6201					
	Roadway (Sta. "RJ" 91+00 To Sta. "RJ" 111+28.80)					
	Final Contract Payment Summary	Lump Sum			288,739.90	
SFO	#1 Permanent Pavement Striping (State)	All Required			907.63	
SFO	#2 Permanent Signing (State)	All Required			853.03	
SFO	#3 FAA REimbursed State for electrical conduit	All Required			(1,920.67)	
	Total Participating Construction				$288,579.89	
	Construction Engineering					
	State	All Required			30,275.23	
	Total Participating Cost				$343,465.94	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			$ 89.06	
	Construction Engineering	All Required			345.50	
	Preliminary Engineering	All Required			438.56	
	Total Nonparticipating Cost				$ 873.12	
	Total Cost				$344,339.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/4/83.					
	AMOUNT CARRIED FORWARD					

HIGHWAY DIVISION INVOICE

INVOICE NUMBER
135506

BILLING REQ. NUMBER
CA 0524

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER
10/19/82	

NEW

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
YAMHILB		321	00			2,412.01
	236-1961	296	00	000		189.62
	236-1083	296	00	000		2,222.39
	236-1961	297	00	000		(189.62)
	236-1083	297	00	000		(2,222.39)

- YAMHILL COUNTY
- BOARD OF COMMISSIONERS
- COURTHOUSE

MCMINNVILLE OR 97128

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON M-4430(1), AIRPORT ROAD AT SALMON RIVER HIGHWAY SECTION MCMINNVILLE CITY STREET.	
TOTAL PROJECT COST	344,339.06
LESS: FEDERAL FUNDS	(302,114.66)
LESS: COUNTY ADVANCE DEPOSIT	(9,855.00)
LESS: CITY ADVANCE DEPOSIT	(9,200.00)
LESS: STATE SHARE OF PROJECT	(20,757.39)
AMOUNT DUE FROM COUNTY	2,412.01

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

GARY ZEHNER PH: 1-800-452-7813 86514 FOR CORRECTNESS OF CHARGES

OR DIANE GALIDA PH: 1-800-452-7813 85035 PREPARER OF INVOICE

734-1150 (7-81)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
10-12-82		☐ PARTIAL ☒ FINAL		CA 524

BILL TO:

Yamhill County
Board of Commissioners
Courthouse

McMinnville, Ore 97128

CODE

CREDIT DISTRIBUTION

321.00	2,412.01
236-1961-296-00-000	189.62
236-1083-296-00-000	2222.39
236-1961-297-00-000	<189.62>
236-1083-297-00-000	<2,222.39>

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on M-4430(1), Airport Road at Salmon River Highway Section McMinnville City Street.	
Total Project Cost	344,339.06
Less: Federal Funds	-302,114.66
Less: County Advance Deposit	-9,855.00
Less: City advance Deposit	-9,200.00
Less: State Share of Project	-20,757.39
Amount Due From County	$2,412.01

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

Gary Zehner PH: 1-800-452-7813 86514 FOR CORRECTNESS OF CHARGES
OR Diane Galick PH: 1-800-452-7813 85035 PREPARER OF INVOICE

Advance Deposit Amount	$ 9000.00
Advance Deposit Previously Transferred to Highway Fund	$ 7000.00
Balance	$ 2000.00
Transfer to Highway Fund	$ 2,000.00
Refund Due	$ -0-

AMOUNT DUE $ 2,412.01

SUBMITTED BY
Diane Galick

APPROVED BY

734-1191 (9-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/23/82
COUNTY: YAMHILL
& CITY: McMINNVILLE AGREEMENT NO: 6725 PROJECT NO: M-4430(1)

CONTRACT NO: 9097 SECTION: Airport Road at Salmon River Highway

PRELIMINARY ENGINEERING (Prefix No. 236-1961):

Resident Engineer	$ 14,748.13
Final Design	3,804.16
Preliminary Design	94.30
Soils and Geology	2,806.29
Signing	544.10
R/W Liaison	379.92
Recon. and Hydrology	209.98
Project Management	274.95
Specifications	1,560.46
Administrative Services	47.67
Environmental Section	579.42
TOTAL P.E.	$ 25,049.38
Less Federal Funds	- 21,108.70
BALANCE	$ 3,940.68
Less Non-Participating Costs:	
Resident Engineer	- 438.56
AMOUNT TO BE SHARED	$ 3,502.12
STATE SHARE: 50% of $3,502.12 =	1,751.06
LOCAL SHARE: 50% of $3,502.12 + ($438.56) =	$ 2,189.62

CONSTRUCTION (Prefix No. 236-1083):

Payments to Contractor	$288,739.90
Interest Paid Contractor	89.06
SFO #1 Permanent Striping	907.63
SFO #2 Permanent Signing	853.03
SFO #3 Credit for State Furnished Elec. Conduit	- 1,920.67
Construction Engineering	30,271.97
Project Management	150.11
Construction Section	138.74
Personal Leave	59.91
TOTAL CONSTRUCTION	$319,289.68
Less Federal Funds	-281,005.96
BALANCE	$ 38,283.72

Less Non-Participating Costs:

Interest Paid Contractor	$ 89.06	
SFO #2 Permanent Signing	182.00	
Construction Engineering	285.59	
Personal Leave	59.91	$- 616.56
AMOUNT TO BE SHARED		$ 37,667.16

STATE SHARE:
50% of ($37,667.16 + $285.59 + $59.91) = $ 19,006.33

LOCAL SHARE:
50% of $37,667.16 + ($616.56 - $172.75) = $ 19,277.39

- SUMMARY -

Local Share P.E.	$2,189.62
Less P.E. Advance Deposit(County)	- 855.00
P.E. AMOUNT DUE FROM COUNTY	$1,334.62

Local Share Construction	$19,277.39
Less Const. Advance Deposit(County)	-9,000.00
Less Const. Deposits by City	~~-9,580.15~~ ~~-~~($9,200+~~$380.15~~)
	$ ~~$ -697.24~~
	1,077.39

TOTAL AMOUNT DUE FROM COUNTY: $1,334.62 + ~~$697.24~~ 1,077.39 = $ ~~$2,031.86~~ 2,412.01

236-1961

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO. 236-1083

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (*Insert official or depositary named in project agreement*)

PAID BY

(*For use of Paying Office*)

ADDRESS
Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD FROM
TO 6/11/78
5/1/81

VOUCHER TYPE (*Check Appropriate Block*)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*) End Post
XX

FEDERAL AID PROJECT NO. M-4430(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$319,289.68	$318,673.12	88.18%	$281,005.96	$281,005.96	$ 0.00
25,049.38	24,610.82	85.77%	21,108.70	21,108.70	0.00
$344,339.06	$343,283.94		$302,114.66	$302,114.66	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon 7/14/82 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Airport Road at Salmon River Highway Section McMinnville City Street, FAU 4430 Yamhill County					
	Preliminary Engineering Type Code P.E. State	All	Required		$ 24,610.82	
	Construction Type Code 6201 Roadway (Sta. "RJ" 91+00 To Sta. "RJ" 111+28.80) Final Contract Payment Summary	Lump	Sum		288,739.90	
SFO	#1 Permanent Pavement Striping (State)	All	Required		907.63	
SFO	#2 Permanent Signing (State)	All	Required		671.03	
SFO	#3 FAA Reimbursed State for electrical conduit	All	Required		(1,920.67)	
	Total Participating Construction				$288,397.89	
	Construction Engineering State	All	Required		30,275.23	
	Total Participating Cost				$343,283.94	
	Nonparticipating Cost					
	Interest on Final Payments	All	Required		$ 89.06	
SFO	#2 Permanent Signing (State)	All	Required		182.00	
	Construction Engineering	All	Required		345.50	
	Preliminary Engineering	All	Required		438.56	
	Total Nonparticipating Cost				$ 1,055.12	
	Total Cost				$344,339.06	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/30/82.					
	AMOUNT CARRIED FORWARD . .					

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TOTAL TO DATE JOB COST SUMMARY
                                                                              FISCAL           GRAND TOTAL
                                                                          YEAR TO DATE          TO DATE
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH
                                                                                               6,825.58
                                                  TOT        P1                                   42.58
                                                  TOT        N1                                6,868.16  **
                                                ** JOB TOTALS **            **           **
                                                                                                         STATE
 3 MILE LN RELOCATION             CONT NO 0000 * FA PROJ NOS M   430001 100
                                                                 218.82          218.82       21,108.70CR
                                      236    1961    296     00 N 9   218.82CR        218.82CR     21,108.70
                                      236    1961    298     00 N 9                               14,309.57
                                      236    1961    901     00 P 1                                  438.56
                                      236    1961    901     00 N 1                                3,804.16
                                      236    1961    905     00 P 1                                   94.30
                                      236    1961    907     00 P 1                                2,806.29
                                      236    1961    910     00 P 1                                  544.10
                                      236    1961    911     00 P 1                                  379.92
                                      236    1961    913     00 P 1                                  209.98
                                      236    1961    918     00 P 1                                  274.95
                                      236    1961    920     00 P 1                                1,560.46
                                      236    1961    921     00 P 1                                   47.67
                                      236    1961    922     00 P 1                                  579.42
                                      236    1961    923     00 P 1                               24,610.82
                                                     TOT        P1                                   438.56
                                                     TOT        N1                    **        **  25,049.38  **
                                                   ** JOB TOTALS **
                                                                                                          STATE
 N YAMHILL RIV BRDG-OAKRG RD      CONT NO        * FA PROJ NOS SOS 600001 100                 25,429.00CR
                                      236    1964    296     00 N 9                                2,700.00
                                      236    1964    297     00 N 9                               22,729.00
                                      236    1964    298     00 N 9                                8,602.93
                                      236    1964    901     00 P 1                                  989.00
                                      236    1964    905     00 P 1                                  431.59
                                      236    1964    906     00 P 1                                2,307.72
                                      236    1964    909     00 P 1                                2,471.43
                                      236    1964    910     00 P 1                                   69.32
                                      236    1964    911     00 P 1                                    1.80
                                      236    1964    912     00 P 1                                   15.00
                                      236    1964    913     00 P 1                                  836.81
                                      236    1964    918     00 P 1                                  167.87
                                      236    1964    920     00 P 1                                1,005.85
                                      236    1964    921     00 P 1                                   98.48
                                      236    1964    922     00 P 1                                  187.51
                                      236    1964    923     00 P 1                                4,888.51
                                      236    1964    926     00 P 1                                8,118.67
                                      236    1964    927     00 P 1                               30,192.49
                                                     TOT        P1                    **        **  30,192.49  **
                                                   ** JOB TOTALS **
                                                                                                          STATE
 UPRR XNG-LAGRAND/BAKER HY        CONT NO        * FA PROJ NOS M   950001 100                     251.03
                                      301    1961    295     00 N 9
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TOTAL TO DATE JOB COST SUMMARY                                              JULY 1982        PAGE  182

                                                                            FISCAL           GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT    PREFIX       FUNCTION  GR  CURRENT MONTH    YEAR TO DATE      TO DATE        BEG    END
                                  236   1082      900     03 P 1                                     4.80        79     79
                                  236   1082      915     00 P 1     78.31            78.31          78.31       82     82
                                  236   1082      920     00 P 1                                    44.34        79     79
                                  236   1082      948     00 P 1                                    95.84        81     82
                                                  TOT        P1      78.31            78.31      60,283.39
                                              ** JOB TOTALS **       78.31   **       78.31   ** 60,283.39   **

                                                                                                             STATE
  AIRPORT RD @ SALMON R HWY     CONT NO 9097 * FA PROJ NOS M   430001 100
                                  236   1083      201     00 P 1                                288,739.90       80     81
                                  236   1083      206     00 N 1                                     89.06       81     81
                                  236   1083      270     01 P 1                                    907.63       80     81
                                  236   1083      270     02 P 1                                    671.03       80     80
                                  236   1083      270     02 N 1                                    182.00       80     80
                                  236   1083      291     03 P 1                                  1,920.67CR     81     81
                                  236   1083      295     00 N 9                                  9,200.00       80     81
                                  236   1083      296     00 N 9                                298,060.96CR     80     81
                                  236   1083      297     00 N 9                                  7,855.00       80     80
                                  236   1083      298     00 N 9                                281,005.96       80     81
                                  236   1083      900     00 P 1                                 29,978.09       80     81
                                  236   1083      900     00 N 1                                    258.61       80     81
                                  236   1083      920     00 P 1                                    150.11       80     81
                                  236   1083      945     00 P 1                                    138.74       81     81
                                  236   1083      948     00 P 1                                      8.29       81     81
                                  236   1083      948     00 N 1                                     26.98       81     81
                                  236   1083      960     00 N 1                                     59.91       80     80
                                                  TOT        P1                                 318,673.12
                                                  TOT        N1                                     616.56
                                              ** JOB TOTALS **               **               ** 319,289.68   **

  DUNDEE/NEWBERG RD @ SPRR X    CONT NO 9209    FA PROJ NOS RRO 00S037  39 RRS 00S037  61
                                  236   1086      201     00 P 1                                 84,233.85              82
                                  236   1086      201     00 P 2                                 36,682.83       81     82
                                  236   1086      206     00 N 1                                     27.29       82     82
                                  236   1086      206     00 N 2                                     42.69       82     82
                                  236   1086      270     03 P 1                                    649.01       81     82
                                  236   1086      296     00 N 9     56.54CR          56.54CR   127,022.41CR     81     82
                                  236   1086      298     00 N 9     56.54            56.54     127,022.41       81     82
                                  236   1086      900     00 P 1                                  7,691.31       80     82
                                  236   1086      900     00 P 2                                  7,327.83       81     82
                                  236   1086      900     00 N 1                                  1,510.41       82     82
                                  236   1086      900     00 N 2                                  2,794.37       82     82
                                  236   1086      911     00 P 1                                      1.76       81     81
                                  236   1086      911     00 P 2                                      2.74       81     81
                                  236   1086      920     00 P 1                                     10.55       80     81
                                  236   1086      920     00 P 2                                     63.42       80     81
                                  236   1086      940     00 P 1                                    488.76       81     81
                                  236   1086      940     00 P 2                                    481.37       81     81
```

802
W32

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

09/02/82

PREFIX	GRP	FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
133-1933	1	M	-4030-001	5,728.00	12,542.49	12,542.49	85.77	10,757.69	5,728.00	5,029.69 8	
			PROJ TOTALS	101,784.00	211,363.07	209,074.45		118,850.27	101,784.00	17,066.27	
333-1931	1*	M	-4031-001	26,125.40	30,459.83	30,459.83	85.77	26,125.40	26,125.40		
333-2510	1*	M	-4031-002	63,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54		
333-1028	1	M	-4031-003	328,248.00	369,229.00	368,996.29	88.15	325,270.23	325,140.88		129 35
304-1950	1	M	-4350-001	18,778.00	18,280.16	17,988.76	88.18	15,862.49	15,862.49		
304-1040	1	M	-4350-002	70,110.00	1,773.63	1,773.63	81.83	1,451.36	1,415.37		35 99
236-1083	1*	M	-4430-001	281,005.96	319,289.68	318,673.12	88.18	281,005.96	281,005.96		
236-1961	1*	M	-4430-001	21,108.70	25,049.38	24,610.82	85.77	21,108.70	21,108.70		
			PROJ TOTALS	302,114.66	344,339.06	343,283.94		302,114.66	302,114.66		
336-1963	1	M	-4545-001	28,294.00	13,338.95	13,278.26	85.77	11,388.76	11,388.76		
331-1947	1*	M	-4620-001	15,710.10	17,815.94	17,815.94	88.18	15,710.10	15,710.10		
331-1012	1	M	-4620-002	198,475.00	10,362.77	10,362.77	88.15	9,134.78	9,134.78		
331-1012	8	Y	-4620-002	35,000.00	1,734.53	1,734.53	88.15	1,528.99	1,528.99		
			PROJ TOTALS	233,475.00	12,097.30	12,097.30		10,663.77	10,663.77		
>331-2509	1*	M	-4645-002	13,405.14	15,674.74	15,623.71	85.80	13,405.14	13,405.14		
>331-1098	2	M	-4645-003	185,570.00	216,166.76	216,048.92	85.77	185,305.16	185,305.16		
301-1004	1*	M	-4950-001	56,519.23	68,994.72	69,069.08	81.83	56,519.23	56,519.23		
301-1961	1*	M	-4950-001	1,130.55	1,381.58	1,381.58	81.83	1,130.55	1,130.55		
			PROJ TOTALS	57,649.78	70,376.30	70,450.66		57,649.78	57,649.78		
334-1082	1*	M	-5020-002	191,479.23	226,705.02	223,169.26	85.80	191,479.23	191,479.23		
324-1990	1	M	-5241-001	7,046.00	866.91	866.91	88.18	764.44	764.44		
324-1915	1	M	-5262-001	44,608.00	49,839.14	49,759.79	85.80	42,693.90	42,693.90		
324-2521	1	M	-5262-002	10,578.00	8,054.14	8,054.14	85.77	6,908.04	6,908.04		
324-1988	1	M	-5301-001	16,306.00	15,648.09	16,152.07	88.15	14.238.05	14,238.05		
324-1059	1	M	-5301-002	208,421.00	233,055.80	232,148.22	88.18	204,708.30	204,696.31		11.99
322-1984	1*	M	-5425-001	1,827.12	2,078.48	2,072.74	88.15	1,827.12	1,827.12		
323-1074	1*	M	-5650-001	207,613.91	271,729.43	253,713.69	81.83	207,613.91	207,613.91		

2

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 20, 1982

FROM: D. E. Swan, P.E. D E Swan
Operation Programming Engineer

NOTED
H.S. COULTER

SUBJECT: Job Charges
Local Government Projects

Mr. Coulter's letter dated July 23, 1981 directed that our charges for training courses, office expenses and administration not be charged to local government projects.

The following projects have training course charges on their P.E. prefixes:

Airport Road at Salmon River Highway
M-4430(1) Prefix 236-1961

Court Way-Jackson Street
Monmouth Ave. N M-6685(1)
Prefix 327-1959

Please transfer these charges to the appropriate state projects so that we can process the final billings.

GEZ:pf

cc: Jan Peterson, Accounting
H. S. Coulter
C. T. Keasey

RECEIVED
[illegible]
[illegible] 21 '82
[illegible]

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                       236   1082     900     00 P 1                                     1,605.31       4,512.57      [illegible] [illegible]
                       236   1082     900     03 P 1                                                        4.80       79     79
                       236   1082     920     00 P 1                                                       44.34       79     79
                       236   1082     948     00 P 1                                                       83.24       81     81
                                      TOT     P1                                        17,963.71      21,038.75
                                   ** JOB TOTALS **                         **          17,963.71  **  21,038.75  **

AIRPORT RD @ SALMON R HWY   CONT NO 9097 * FA PROJ NOS M   430001 100                                STATE
                       236   1083     201     00 P 1 Pay Contractor                                288,739.90      80     81
                       236   1083     206     00 N 1 Interest                                           83.06      81     81
                       236   1083     270     01 P 1 SFO#1                                             507.63      80     81
                       236   1083     270     02 P 1 SFO#2                                             671.03      80     80
                       236   1083     270     02 N 1   "                                               182.00      80     80
                       236   1083     291     03 P 1 SFO#3                                        1,9[illegible].67CR  81     81
                       236   1083     295     00 N 9 Tr. City                      380.15CR          9,2[illegible]      80     81
                       236   1083     296     00 N 9 " St.       97.10CR           283.05          298,[illegible].56CR  80     81
                       236   1083     297     00 N 9 " Co.                                        7,[illegible]          80     80
                       236   1083     298     00 N 9 " Fed.      97.10              97.10          281,[illegible].96    [illegible] 81
                       236   1083     900     00 P 1 Const. Engr.                                 29,9[illegible].09 ✓  80     81
                       236   1083     900     00 N 1   "                                           2[illegible].61 ✓    80     81
                       236   1083     920     00 P 1 P.M.                                              150.11 ✓    80     81
                       236   1083     945     00 P 1 Const. Sec.                                       138.74 ✓    81     81
                       236   1083     948     00 P 1 Const. Engr. 1.70               1.70                   8.29 ✓    81     81
                       236   1083     948     00 N 1   "    "    26.98              26.98                 26.93 ✓    81     81
                       236   1083     960     00 N 1 Personal Leave                                      59.91 ✓    80     80
                                      TOT     P1              1.70                1.70           318,673.12
                                      TOT     N1             26.98               26.98               616.56
                                   ** JOB TOTALS **          28.68  **           28.68  **       319,289.68  **

DUNDEE/NEWBERG RD @ SPRR X   CONT NO 9209   FA PROJ NOS RRO 00S037   39 RRS 00S037   61            STATE
                       236   1086     201     00 P 1       7,230.37            29,205.89          47,374.46      81     81
                       236   1086     201     00 P 2         197.55            68,2[illegible].04      72,[illegible]      81     81
                       236   1086     204     00 P 1         144.85CR           1,9[illegible]0.18CR    2,[illegible]1.42CR   81     81
                       236   1086     204     00 P 2         226.55CR           2,972.07CR        3,[illegible]CR   81     81
                       236   1086     270     03 P 1         664.42               664.42             [illegible]4.42      81     81
                       236   1086     296     00 N 9       8,801.74CR          97,263.02CR       118,921.18CR      81     81
                       236   1086     298     00 N 9       8,801.74            97,263.02         118,921.18        81     81




TOTAL TO DATE JOB COST SUMMARY                                              SEPTEMBER 1981        PAGE  132

                                                                                 FISCAL         GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR   CURRENT MONTH   YEAR TO DATE      TO DATE       BEG    END
                                  236   1086       900     00 P 1     105.72        1,253.45        6,7[illegible].49   [illegible] 81
                                  236   1086       900     00 P 2     165.33        1,960.51       10,424.47      81     81
                                  236   1086       911     00 P 1                                       1.76      81     81
                                  236   1086       911     00 P 2                                       2.74      81     81
                                  236   1086       920     00 P 1                                      40.55      80     81
                                  236   1086       920     00 P 2                                      63.42      80     81
                                  236   1086       940     00 P 1      18.72          204.40          4[illegible].13     81     81
                                  236   1086       940     00 P 2      29.28           36.60          [illegible]    [illegible] [illegible]
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                         236  1954   918   00 P 1                                              2[illegible].90
                         236  1954   920   00 P 1                                         1,4[illegible]2.80
                         236  1954   921   00 P 1                                              3[illegible].20
                         236  1954   922   00 P 1                                              4[illegible].12
                         236  1954   923   00 P 1                                         6,8[illegible]
                                     TOT   P1                                                     42.58
                                     TOT   N1                                               6,868.16  **
                                  ** JOB TOTALS **                  **               **
                                                                                                      STATE
 3 MILE LN RELOCATION   CONT NO 0000 * FA PROJ NOS M   430001 100
                         236  1961   296   00 N 9 Tr. St.  427.43CR           427.43CR      22,125.43CR
                         236  1961   298   00 N 9 " Fed.   427.43             427.43        22,1[illegible]5.43
                         236  1961   901   00 P 1 Res. Engr.                                14,[illegible].57
                         236  1961   901   00 N 1  "   "                                       4[illegible].56
                         236  1961   905   00 P 1 Fin. Des.                                  3,8[illegible].16
                         236  1961   907   00 P 1 Pre.  "                                      [illegible].[illegible]0
                         236  1961   910   00 P 1 Soils & Geo.                               2,[illegible].[illegible]9
                         236  1961   911   00 P 1 Signing    1.70CR            1.70CR          5[illegible].10
                         236  1961   913   00 P 1 R/W Lias.                                    3[illegible].92
                         236  1961   913   00 P 1 Recon & Hyd.                                 2[illegible].93
                         236  1961   920   00 P 1 Proj. Mgmt.                                  274.95
                         236  1961   921   00 P 1 Specs.                                     1,5[illegible]
                         236  1961   922   00 P 1 Adm. Serv.                                    47.6[illegible]
                         236  1961   923   00 P 1 env.                                         579.42
                         236  1961   950   00 P 1 Training                                   1,1[illegible].41
                                     TOT   P1                1.70CR            1.70CR       25,7[illegible].23
                                     TOT   N1                                                  4[illegible]3.56
                                  ** JOB TOTALS **           1.70CR**          1.70CR**     26,234.79  **
                                                                                                      STATE
 N YAMHILL RIV BRDG-OAKRG RD  CONT NO     * FA PROJ NOS SOS 600001 100
                         236  1964   296   00 N 9                                           25,4[illegible]CR
                         236  1964   297   00 N 9                                            2,[illegible]
                         236  1964   298   00 N 9                                           2[illegible],[illegible]
                         236  1964   901   00 P 1                                            8,[illegible]3
                         236  1964   905   00 P 1                                             [illegible]
                         236  1964   906   00 P 1                                              4[illegible]1.59
                         236  1964   909   00 P 1                                            2,[illegible]7.72
                         236  1964   910   00 P 1                                            2,471.43
                         236  1964   911   00 P 1                                               69.32



                                                                       SEPTEMBER 1981        PAGE  487
 TOTAL TO DATE JOB COST SUMMARY
                                                                           FISCAL           GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH  YEAR TO DATE  TO DATE
                         236  1964   912   00 P 1                                                1.[illegible]0
                         236  1964   913   00 P 1                                               1[illegible]
                         236  1964   918   00 P 1                                               8[illegible]1
                         236  1964   920   00 P 1                                               [illegible]7
                         236  1964   921   00 P 1                                            1,0[illegible]
                         236  1964   922   00 P 1                                               [illegible]
```

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

S VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8/11/78
TO 5/1/81

FEDERAL AID PROJECT NO.
M-4430(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$319,262.70	$318,673.12	88.18%	$281,005.96	$281,005.96	$ 0.00
26,234.79	25,796.23	85.77%	22,125.43	22,125.43	0.00
$345,497.49	$344,469.35		$303,131.39	$303,131.39	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 9/1/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Airport Road at Salmon River Highway Section McMinnville City Street, FAU 4430 Yamhill County					
	Preliminary Engineering					
	Type Code P.E.					
	State		All Required		$ 25,796.23	
	Construction					
	Type Code 6201					
	Roadway (Sta. "RJ" 91+00 To Sta. "RJ" 111+28.80)					
	Final Contract Payment Summary		Lump Sum		$288,739.90	
SFO	#1 Permanent Pavement Striping (State)		All Required		907.68	
SFO	#2 Permanent Signing (State)		All Required		671.08	
SFO	#3 FAA Reimbursed State for electrical Conduit		All Required		(1,920.67)	
	Total Participating Construction				$288,397.89	
	Construction Engineering					
	State		All Required		$ 30,275.23	
	Total Participating Cost				$344,469.35	
	Nonparticipating Cost					
	Interest on Final Payments		All Required		$ 89.06	
SFO	#2 Permanent Signing (State)		All Required		182.00	
	Construction Engineering		All Required		318.52	
	Preliminary Engineering		All Required		438.56	
	Total Nonparticipating Cost				$ 1,028.14	
	Total Cost				$345,497.49	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/17/81.					
	AMOUNT CARRIED FORWARD					

COUNTY COUNSEL
May 16, 1978

RECEIVED

FEB 15 1979

YAMHILL COUNTY
ROAD DEPARTMENT

Joe Dancer, City Manager
City of McMinnville
230 - Second Street
McMinnville, Oregon 97128

Re: Three-Mile Lane Relocation - FAU 4435

Dear Joe:

The purpose of this letter is to memorialize the understanding between Yamhill County and the City of McMinnville in regard to the above named project.

Yamhill County signed the FAUS project application with the understanding that the County's total financial commitment to project shall be seven per cent (7%) of the cost for the project to the city or $9,000, whichever is less, but in no event shall the County's obligation exceed $9,000. This obligation is further conditional upon the city acquiring all right-of-way necessary for the completion of this project.

If you have any questions in regard to this letter, please contact this office.

Sincerely,

Daryl S. Garrettson
Yamhill County Assistant Counsel

DSG:en

CR 32

Attention:
Bill Dille

CITY OF
McMinnville
CITY HALL • Telephone 472-9371
McMINNVILLE, Oregon 97128

August 23, 1978

RECEIVED
FEB 15 1979
YAMHILL COUNTY
ROAD DEPARTMENT

Mr. Robert S. Willoughby
Councilman
Yamhill County Courthouse
McMinnville, Oregon 97128

Dear Mr. Willoughby:

Re: FAUS Project -- NE end of City of McMinnville
Runway 3-21

Your letter of May 10, 1978 written by Daryl Garrettson accurately summarizes the City's understanding in regard to this project. We acknowledge that Yamhill County will pay $9,000 or 7% of the project cost, whichever is less. Any difference in cost which is not covered directly by the FAUS grant, plus the County's and State's share, will be paid by the City of McMinnville.

Sincerely,

Joe Dancer
City Manager

JWD:cst

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 4-29-81	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-4430(1)
COMPLETION DATE 8-11-80	ACCEPTANCE DATE BY CONTRACT AGENCY 12-5-80	TIME ELAPSED $\frac{130}{150} = 86.7$ %	CONTRACT TIME 150 CWD
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AIRPORT ROAD @ SALMON RIVER HWY.
THREE MILE LANE (FAU-4430)
Grading, Drainage & Paving

This project provided for relocating segments of Three Mile Lane and Airport Road out of the glide path of runway 3 of the McMinnville Municipal Airport.

The final project cost overran the original estimate by approximately 5 per cent. This was due to an overrun in excavation and A.C. quantities.

A final inspection of the completed project was made on August 20, 1980. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAY 4'81
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/S	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5-1-81	TITLE Field Operations Engineer	DATE 5-1-81

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-4430(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80366

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
[illegible]
REFER TO [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/6/80	12/17/80	FAU 4430
		STATE ROUTE NUMBER
		City Street

GENERAL LOCATION:

Junction Three Mile Lane at Salmon River Highway

GENERAL DESCRIPTION OF WORK:

FAA Reimbursement to project

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 12/26/80 this will confirm the advance approval date of 12/17/80 to credit the above project for work performed for F.A.A. (Conduit across roadway to facilitate landing light system) at a credit of $1,920.67 Federal Funds $1,693. (SFO #3)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/22/81	G. K. Keasey	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-858

1-17

December 18, 1980

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

CON 5
#9097

Gentlemen:

On December 11, 1980, we wrote to you concerning release of final payment on Contract No. 9097 awarded to D & D Paving Co., for work on the Airport Road at Salmon River Highway (McMinnville) Section of FAU 4430 in Yamhill County.

Final payment on this contract is $7,220.70 and the total contract amount is $288,739.90. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: D & D Paving Co.
P. O. Box 13105
Salem, OR 97309

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980 R. B. Jackmond

For C. T. Keasey
Asst. State Highway Engineer

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
12-29

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

ate Oregon

County Yamhill

Project Number M-4430(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 327,484.00	$ 349,295.00
Federal funds	$ 288,074.00	$ 307,298.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and add Rights of Way to the agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of October, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 20, 1980

Federal Aid Project
No. M-4430(1)

Airport Road @ Salmon River Hwy. Section
McMinnville City St. FAU 4430
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering	All Required	$ 25,300.00

Type Code ROW

Rights of Way	All Required	$ 1,000.00

Type Code 6201
Roadway (Sta. "Rd" 91+00 to Sta "Rd" 111+28.80)

Subtotal of previous estimate of February 21, 1980	$266,241.83

Additional Items

Class C Asphalt Concrete (P.A. #5)	675 tons	30.83	$ 20,810.25

Increase	20,810.25
SUBTOTAL	$287,052.08
Engineering	35,942.92
TOTAL	$322,995.00

Length of Roadway ---------0.384 mi.
Cost of Roadway Per Mile --$841,132.81

SUMMARY OF FUNDS

Description		Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	88.77%	$ 25,300.00	$ 21,698.00	$ 1,801.00	$ 1,801.00
Rights of Way	88.0%	1,000.00	880.00	60.00	60.00
Roadway	88.15%	322,995.00	284,720.00	19,137.50	19,137.50
TOTAL		$349,295.00	$307,298.00	$20,998.50	$20,998.50

Group 1-100%
Contract No. 9097
Prefix - 236-1961
Prefix - 236-1083
Prefix - 236-25

7017

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	te Oregon
MONTHLY TRANSACTION NUMBER 4-132		County Yamhill
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-1-80	Project Number M-4430(1)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 27, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,000.00	$ 327,484.00
Federal funds	$ 20,580.00	$ 288,074.00
Other revisions		

This modification is made for the following reasons: Increased PE and adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of April, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

6-Files

Oregon State Highway Division
Salem, Oregon, February 21, 1980

Federal-Aid Project
No. M-4430(1)

AIRPORT ROAD AT SALMON RIVER HIGHWAY SECTION
McMINNVILLE CITY STREET, FAU 4430
YAMHILL COUNTY

Project agreement estimate

Type Code P.E.

Preliminary Engineering	All	Required		$ 25,300.00

Type Code 6201
Roadway (Sta. "RJ" 91+00 to Sta. "RJ" 111+28.80)

Mobilization	All	Required		14,275.00
Temporary Protection and Direction of Traffic	All	Required		11,478.00
Temporary Signs	258	Sq.Ft.	8.50	2,193.00
Temporary Barricades	3	Each	95.00	285.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	213	Lin.Ft.	14.30	3,045.90
Flagmen	280	Hour	24.00	6,720.00
Clearing and Grubbing	All	Required		1,000.00
Removal of Structures and Obstructions	All	Required		9,460.00
General Excavation	8,353	Cu.Yd.	2.77	23,137.81
Trench Excavation	90	Cu.Yd.	26.75	2,407.50
Watering	50	M.Gal.	15.00	750.00
Aggregate Shoulders	300	Ton	14.59	4,377.00
Cement Treated Base	14,500	Sq.Yd.	2.35	34,075.00
Cement for Treated Base	410	Ton	75.00	30,750.00
Aggregate for Treated Base	3,050	Ton	4.96	15,128.00
Asphalt in Seal	18	Ton	175.00	3,150.00
Class "B" Asphalt Concrete	3,100	Ton	30.83	95,573.00
18-inch Culvert Pipe	346	Lin.Ft.	13.47	4,660.62
Encased Electrical Conduit	60	Lin.Ft.	27.00	1,620.00
Extra for Asphalt Approaches	2	Each	200.00	400.00
Delineators	40	Each	25.40	1,056.00
				$ 265,541.83

Anticipated Items

Permanent Pavement Striping	$ 700.00

Subtotal	$ 266,241.83
Engineering	35,942.17
Total	$ 302,184.00

Oregon State Highway Division
Salem, Oregon February 21, 1980

Federal-Aid Project
No. M-4430(1)

Length of Roadway- - - - - - - - - - - -0.384 mi.
Cost of Roadway Per Mile - - - - - - - -$786,937.50

Work Retained in Program Status
(Not included in amounts below.)

Permanent Signing	All Required	$ 2,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering(85.77%)	$ 25,300	$ 21,698	$ 1,801	$ 1,801
Roadway (88.15%)	302,184	266,376	17,904	17,904
Total	$327,484	$288,074	$19,705	$19,705

Group 1 - 100%
Contract No. 9097
Prefix 236-1961
Prefix 236-1083

39/Yamhill

1 Versteeg ✓
Anderson
2 [illegible]
copy

RECEIVED
OCT 1 3 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up / /
Action

AIRPORT RD. @ SALMON RIVER HWY.
HWY. - FAU 4430 YAMHILL COUNTY
CONTRACT# 9097 PREFIX 236-1083
JOB NARRATIVE

This project consisted of constructing a new roadway and removing the existing roadways. The contract was awarded on 3/24/80.

This project was requested by the City of McMinnville for their upgrading of the McMinnville Airport.

The City did all of the R/W negoiations, one small triangle was to be included in a larger acquisition of land required for the Instrument Landing System at the Airport but the negoiations broke down and only the small triangle was finally acquired for the road project. The larger parcel was finally acquired by the City after the roadway was completed.

REFERRED TO
Beard Stoudenmeyer ✓
Cole Mann
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER
Prepare Ltr of acknowledgement
Leu

Grading and building the new roadbed posed no problems except for an area crossing the old roadbed. This area was unstable and was sub-excavated, backfilled, and compacted.

The contract called for the existing road surfacing to be recycled, this was done by using a Bomag pulverizer. This material was then placed on the subgrade along with new 1½"-0 crushed material to a total depth of 9 inches. Portland Cement was added to this aggregate, mixed in place, and compacted on 7/22/80.

The contractor agreed to use a sheeps foot type self propelled roller to compact the mix. The tines of the roller enabled us to compact to the full depth of 9", when the roller walked up out of the mix with about 3" of loose material on top, the top 3" was rolled producing a dense surface. There was no increase in the material as is often experienced with projects which do not have to sheeps foot roller as a requirement.

The plans showed old Portland Cement pavement to be removed on the East end of the project to a point where the existing pavement would be left in place.

This left a wedge along the edge of the P.C.C. and the new shoulder, which was too narrow to treat in place. Also with the change in grade additional material was to be placed on top of the existing grade. These areas were based in with plant mix C.T.B. At the time we decided to use plant mix C.T.B., Babler Bros. had a plant set up within 5 miles of the job, but construction was delayed and the plant was moved. The mix was then furnished by the plant on Windsor Island just north of Salem.

At the Salmon River Hwy. connection the plans show a 12' width to be added on the Airport Rd. connection side. The plans also show a total pavement width of 48', this left us with about 8' of shoulder to be used on the West bound travel lane.

Mr. Glenn Hausner; FHWA visited the project of July 15, 1980 along with Rick Kuehn; District Engineer, it was their opinion that the Salmon River Hwy should be overlayed to give a complete new surface upon which to paint the new traffic lines, as the cost of removal of existing paint would offset about half of the paving cost.

Asphalt Cement pavement was specified to be a commercial mix, with a minimum cement content of 6%. The contractor had a mix design for a project in Salem but at this time we were having problems with retained strength. Therefore rather than waiting the 2 weeks required to obtain test results from the Lab., the contractor was directed to use a minimum if 6% Asphalt Cement contentas called for in the Special Provisions. Asphalt paving was completed on 7/25/80. The project was completed on 8/11/80.

Warren E Mueller
WARREN E. MUELLER
RESIDENT ENGINEER

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: AIRPORT RD. @ SALMON RIVER HWY.
HIGHWAY: FAU 4430
COUNTY: YAMHILL

CONTRACT #: 9097
PREFIX #: 236-1083
F.A.P. #: M 4430(1)

Item	Contract Amount	Semi-Final Amount	% (+ or -)
Bid Items	$ 265,541.83	$ 257,610.74	- 3.0
Anticipated Items	2,700.00	2,700.00	
Contingencies	12,070.88	31,108.46	+ 157.7
Engineering	24,141.76	28,000.00	+ 16.0
Total	$ 304,454.47	$ 319,419.20	+ 4.92

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	% (+ or -)
3	TEMPORARY SIGNS	285 sq.ft.	409.3 sq.ft.	+ 43.6
	Paving on the Salmon River Hwy. required additional signs.			
6	FLAGGING	280 Hrs.	48.5 Hrs.	- 82.7
	Road was closed to traffic.			
9	GENERAL EXCAVATION	8,353 cu.yd.	13,360.3 cu.yd.	+ 59.9
	There was more base rock on the old roads than anticipated.			
10	TRENCH EXCAVATION	90 cu.yd.	128.8 cu.yd.	+ 43.1
14	CEMENT FOR TREATED BASE	410 ton	343.51 ton	- 16.2
	All required, some of the old road was saved, which reduced the atra to be treated.			
15	AGGREGATE FOR TREATED BASE	3050 ton	1733.31 ton	-43.2
	More rock was obtained from the old roadbed than was anticipated.			
16	ASPHALT IN SEAL	18 ton	0.00	- 100.0
	Item Deleted.			

(over)

18 18" CULVERT PIPE 346 lin.ft. 382.5 lin.ft. + 10.5%

City had an additional driveway constructed.

P.A.# 2 CONCRETE REMOVAL 0 sq. yd. 654.22 sq.yd.

Concrete road was encountered in areas not shown the plans.

P.A.# 4 CEMENT TREATED BASE 0 ton 255.31

The C.T.B. was used along the sides of the existing road that was saved and was to narrow an area to treat in place.

P.A.# 5 CLASS "C" A.C. 0 ton 731.14 ton

Used as Striping obliteration on the Salmon River Hwy.

WARREN E. MUELLER
RESIDENT ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 430(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division

PROGRAM NO.

ITEM NO. 80366

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED 2-6-80	DATE AUTHORIZATION EFFECTIVE 8-13-80	FEDERAL ROUTE NUMBER FAU 4430 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Junction Three Mile Lane at Salmon River Highway

GENERAL DESCRIPTION OF WORK:

Permanent Signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authoization date of 8-13-80, as requested in Mr. Keasey's letter of 9-16-80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for TEC NTE $2,000 Federal funds $1,760.00.

DATE 10-6-80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) [illegible] WILL BE USED

[illegible]

FORM 81-7-4-3001

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION AIRPORT RD. @ SALMON RIVER HWY.	WEEK ENDING 10/4/80
		SECTION PREFIX 236-1083
	HIGHWAY FAU 4430	COUNTY YAMHILL
NAME OF JOB AIRPORT RD. @ SALMON RIVER HWY.	KIND OF WORK GRADING & PAVING	
CONTRACTOR D & D PAVING CO.	CONTRACT NUMBER 9097	FEDERAL AID PROJECT NUMBER M-4430(1)
DATE OF CONTRACT 3/24/80	DATE WORK STARTED 6/3/80	ESTIMATED COMPLETION DATE 8/31/80
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 0 SUPERVISION	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 130
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 87
PROJECT AUTHORIZATION $ 304,454.47		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 280,312.71	ENGINEERING AUTHORIZATION $ 24,141.74	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 280,312.71	ENGINEERING COST TO DATE $ 27,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION 118 %	DATE PROJECT WAS COMPLETED 8/11/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100%	100%	100%	100%	100%	-------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8353 cu.yd.	14500 sq.yd.			3100 ton
TOTAL QUANTITIES CORRECTED TO DATE	13,400	14000			3770
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,400	14000			3770
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	PROJECT COMPLETE			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 3 1980
CONSTRUCTION
BRANCH

Williams
Johnson
Richards
Berg
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 8/11/80

SEMI-FINAL COMPLETE, SUBMITTED TO REGION

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER RESDIENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP'F216

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -4430(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80366

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 10 '80
REFER TO. [illegible]
FOR
Info | Inves | R/D | D/R | Sgn | Att | File

6/10 [illegible]

DATE PS&E APPROVED: 2/6/80

DATE AUTHORIZATION EFFECTIVE: 6/5/80

FEDERAL ROUTE NUMBER: FAU 4430

STATE ROUTE NUMBER: City street

GENERAL LOCATION:

Junction Three Mile Lane at Salmon River Highway Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/5/80 I approve the program change adding Right of Way to the character of proposed work and you are now authorized to proceed with the actual acquisition as shown on sketch map attached to letter of request for a TEC of $1,000 = F.F. $880.

Federal participation is limited to that R/W actually incorporated in the final location.

DATE: 6/5/80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-055

McMi ville, OR
News gister
(Cir. 3xW. 7,914)

MAY 9 1980

6/2

REFER TO Region 2 — TAA
By STATE HWY. ENGR.

Allen's P. C. B [illegible] 1888

City can bargain for highway work

Well, well, well. The state of Oregon would like to place new offices for Oregon State Police and the Department of Motor Vehicles at the McMinnville end of Three Mile Lane. Now, it appears, if state officials want that office, they no longer can ignore McMinnville's request for action to improve the Three Mile Way interchange.

Planning commissioners made that clear Thurday night. At least we hope it was clear. We share concerns about the safety of that area. That facility will serve young drivers seeking permits and licenses. Without major improvements, road patterns would force those youngster to pull out on a curve, with 50 mph traffic streaking up behind them after the turn. There are other important roadway deficiencies that must be addressed before this plan is approved, as pointed out by planning commissioners.

Stand firm, commission. This is the one chance we have of getting action for Three Mile Lane needs. State officials have shown that they won't respond to reasonable requests, so the city may have to use the OSP proposal as leverage.

Lt. Don Gallagher, who heads the McMinnville OSP office, testified Thursday night that he thinks a certain barrier would help solve one of the interchange problems. He said he made that request to the Highway Department some time back.

Well, does that mean that the Highway Department will not even respond to the State Police on important matters of road safety, even when the request is for an inexpensive barrier? The Highway Department engineer failed to show up or send a representative Thursday night, even though Lt. Gallagher requested some assistance.

It is unfortunate that McMinnville should have to use the OSP and DMV office proposal as "blackmail" to get response from the state Highway Department. But if that's what it takes, then that is what we'll have to do.

9097

YAMHILL COUNTY
Oregon

ROAD DEPARTMENT

March 11, 1980

Oregon State Highway Division
Highway Accounting
Room 434, Transportation Bldg.
Salem, Oregon 97310

SUBJECT: AIRPORT ROAD AT SALMON RIVER HIGHWAY SECTION, FAU 4430

Gentlemen:

Herewith please find Yamhill County's Commercial Warrant in the amount of $9,000. As you know, this is a cooperative project between the City of McMinnville and Yamhill County.

My understanding is that the City has already forwarded it's portion of the monies ($9,200).

In LGIP says Jan P.
G

Sincerely,

William A. Gille

William A. Gille
Office Engineer

WAG/kc
encl.

Courthouse • **McMinnville, Oregon 97128** • **Telephone 472-9371**

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

MAR 07 1980

Airport Rd. @ Salmon River Hwy
Airport Rd & Salmon River Hwy
Yamhill Co.

Mr. A.D. Olson
Preliminary Design Engineer
Oregon Department of Transportation
Engineering Section
Transportation Building
Salem, Oregon 97310

Dear Mr. Olson:

We have reviewed your proposal to relocate, remove, and widen portions of roadway off the approach end of Runway 21 at McMinnville Municipal Airport. We have determined that the work proposed would not exceed the standards of Federal Aviation Regulation Part 77 and would be compatible with plans to install an Instrument Landing System on Runway 21. As such, we have no objection to the proposal.

Sincerely,

George L. Buley

GEORGE L.BULEY
Chief, Airports Planning Branch, ANW-610

cc: Paul Burket, Oregon Aeronautics Division
Joe Dancer, City Manager, McMinnville, Oregon
Bob Wadell, Wadell Engineering Corp, Burlingame, CA.

RECEIVED

HIGHWAY DIVISION - ODOT 378-6516

F I L E

February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
   Ione/Gooseberry Road
   Morrow County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
   Wilson Road
   Morrow County

   Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
   Pacific Highway, Multnomah County
   Structure

   Deck joint repair.

   Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
   FAS Route B 611, Union County
   Structure

   Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
   Wallowa Lake Highway, Wallowa County
   Grading, Paving and Culvert

   Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

   Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

February 29, 1980

CON 4

Yamhill County
Board of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Wanda Catt
County Clerk

Gentlemen:

On February 28, 1980 a satisfactory bid was received from D and D Paving Co., P.O. Box 13105, Salem, Oregon 97309 for construction on Airport Road at Salmon River Highway Section, FAU 4430. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$265,241.83
Permanent Signing	$ 2,000.00
Permanent Pavement Striping	700.00
4 1/2% Contingencies	12,057.38
9% Engineering	24,114.76
ESTIMATED TOTAL COST	$304,113.98

County's Advance Deposit:
6% of $304,113.98 = $18,246.84 or say $ 18,300.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 22, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. N. Howell

D. E. Swan
for Operation Programming Engineer

FFH:pf

bcc w/AD # 737: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 737 when check is received.

Section Airport Road at Salmon River Hwy. Sec. Programmed Estimate $

Highway FAU 4430 Project Length 0.39

County Yamhill Completion Time 150 Cal. Days

Kind of Work Grading and Paving Est. Comp. Date Aug 27, 80

Prefix 236-1961-921 Letting Date Feb 28, 19~~79~~80 Project No. M- 4430 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 318,471.00
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	2,000 —	
Permanent Pavement Striping.	700	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 2,700
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 321,171.00
Contingencies (4-1/2%)		14,452.70
Engineering (8, [✓ 9], 10%)		28,905.31
Subtotal		$ 364,529.09
Credit for ________		
Estimated Net Authorization, Construction		$ 364,529.09

APPROVED cc: Phil Stearns

REC'D 1-9-80

OK

____

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 12/13/79

Section Airport Road at Salmon River Hwy. Sec.
County Yamhill
Kind Of Work Grading and Paving
Length 0.39 Mi.
Name B. Bergstedt

1-3-80 B

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	$23{,}600^{00}$
	Temporary Protection and Direction of Traffic		All	All	–	3065^{00}
	Temporary Signs		Sq. Ft.	258	6^{00}	1548^{00}
	Temporary Barricades		Each	3	125^{00}	375^{00}
	Temporary Continuous Rail		[illegible]	213	9^{00}	1917^{00}
	Traffic Barriers, Reflectorized		Lin. Ft.			
	Flagmen		Hour	280	22^{00}	6160^{00}
	Roadwork					
	Clearing and Grubbing		All	All	—	$1{,}000^{00}$
	Removal of Structures and Obstructions		All	All	—	$20{,}000^{00}$
	General Excavation		Cu. Yd.	7271	6^{00}	$43{,}626^{00}$
*	Trench Excavation		Cu. Yd.	73	15^{00}	$1{,}095^{00}$
	Watering		M. Gal	50	10^{00}	500^{00}
	Aggregate shoulders		Ton	300	9^{50}	2850^{00}
	Cement Treated Base		Sq. Yd.	14,500	4^{00}	$58{,}000^{00}$
	Cement for Treated Base		Ton	410	90^{00}	$36{,}900^{00}$
	Aggregate for Treated Base		Ton	3050	8^{50}	$25{,}925^{00}$
	Asphalt in Seal		Ton	18	250^{00}	4500^{00}
	Class "B" Asphalt Concrete		Ton	3100	25^{00}	$77{,}500^{00}$
	18-inch Culvert Pipe		Lin. Ft.	286	25^{00}	$7{,}150^{00}$
*	Encased Electrical Conduit		Lin. Ft.	60	21^{00}	1260^{00}

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12/13/79

Section Airport Road at Salmon River Hwy. Sec.
County Yamhill

Kind Of Work Grading and Paving
Length 0.39
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	2 ✓	250^{00}	500^{00} ✓
	Delineators		Each	40 ✓	25^{00}	$1,000^{00}$ ✓
						$318,471^{00}$

Section Airport Rd at Salmon R. Hwy S. Progran ng Estimate $ [illegible] 387,000

Highway FAU 4430 Project Length 0.39

County Yamhill Completion Time 150 Cal. Day

Kind of Work Grading and Paving Est. Comp. Date Aug 27, 80

Prefix 236-1961-921 Letting Date Feb 28, 1980 Project No. M-4430 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~338,018.00~~ 350,418.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	2,000.00	
Permanent Pavement Striping.	700.00	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching		$ 2,700
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal 353,118.00 $ ~~340,718.00~~

Contingencies (4-1/2%) . . . . 15,890.31 ~~15,332.31~~

Engineering (8, [✓ 9], 10%) . . . . 31,780.62 ~~30,664.62~~

Subtotal 400,788 $ ~~386,714.93~~

Credit for ______ . . . . ______

Estimated Net Authorization, Construction . . . . $ ~~386,714.93~~ 400,788

APPROVED

2/14/80

Road Design Engineer

NOTED
D. C. Christensen

Rec'd 2-14-80

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 12/13/79

[illegible]ion Airport Road at Salmon River Hwy, Sec.
County Yamhill
Kind Of Work Grading and Paving
Length 0.39 Mi.
Name B. Bergstedt

1-3-80 gf

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	24,900. ~~23,600~~
	Temporary Protection and Direction of Traffic		All	All	—	3065.00
	Temporary Signs		Sq. Ft.	258	6^{00}	1548.00
	Temporary Barricades		Each	3	125^{00}	375.00
	Temporary Continuous Rail			213	9^{00}	1917.00
	Traffic Barriers, Reflectorized		Lin. Ft.			
	Flagmen		Hour	280	22^{00}	6160.
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000.0
	Removal of Structures and Obstructions		All	All	—	30,000.00 ~~23,000~~
	General Excavation		Cu. Yd.	8353 ~~[illegible]~~	6^{00}	50,118 ~~43,6[illegible]~~
*	Trench Excavation		Cu. Yd.	90	15^{00}	1,350 ~~1,095~~
	Watering		M. Gal	50	10^{00}	500
	Aggregate shoulders		Ton	300	9^{50}	2850
	Cement Treated Base		Sq. Yd.	14,500 ✓	4^{00}	58,00
	Cement for Treated Base		Ton	410 ✓	90^{00}	36,90
	Aggregate for Treated Base		Ton	3050 ✓	8^{50}	25,9
	Asphalt in Seal		Ton	18	250^{00}	450
	Class "B" Asphalt Concrete	[illegible]	Ton	3100	27^{00} ~~25^{00}~~	84,90 ~~77,50~~
	18-inch Culvert Pipe		Lin. Ft.	346 ~~286~~	25^{00}	8,650 ~~7150~~
*	Encosed Electrical conduit		Lin. Ft.	60	21^{00}	1260.0

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12/13/79

Section Airport Road at Salmon River Hwy. Sec.
County Yamhill

Kind Of Work Grading and Paving
Length 0.39
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	2 ✓	250.00	500.00 ✓
	Delineators		Each	40 ✓	25.00	1,000.00 ✓
						~~318,491~~

Section Airport Road + Salmon River Hwy Sec. Programming Estimate $ ____
Highway FAU 4430 Project Length 0.39
County Yamhill Completion Time 150 Cal. Days
Kind of Work Grading and Paving Est. Comp. Date Aug 27, 80
Prefix 236-1961-921 Letting Date Feb 28, 1980 Project No. M-4430 (1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 338,018^{00}
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	2,000^{00}	
Permanent Pavement Striping.	700^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ____		
Roadside Seeding & Mulching		$ 2,700
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
____		
____		
____		
____		
____		
Subtotal		$ 340,718^{00}
Contingencies (4-1/2%)		15,332^{31}
Engineering (8, [✓ 9,] 10%)		30,664^{62}
Subtotal		$ 386,714^{93}
Credit for ____		____
Estimated Net Authorization, Construction		$ 386,714^{93}

APPROVED

cc: Phil Stearns

REC'D 1-16-80
Z

____
Road Design Engineer

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 12/13/79

ion Airport Road at Salmon River Hwy. Sec.
County Yamhill
Kind Of Work Grading and Paving
Length 0.39 Mi.
Name B. Bergstedt

1-3-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	24,900^{00} ~~23,600~~
	Temporary Protection and Direction of Traffic		All	All	—	3065^{00}
	Temporary Signs		Sq. Ft.	258	6^{00}	1548^{00}
	Temporary Barricades		Each	3	125^{00}	375^{00}
	Temporary Continuous Rail,			213	9^{00}	1917^{00}
	Traffic Barriers, Reflectorized		Lin. Ft.			
	Flagmen		Hour	280	22^{00}	6160
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000^{00}
	Removal of Structures and Obstructions		All	All	—	30,000^{00} ~~[illegible]~~
	General Excavation		Cu. Yd.	8353 ~~[illegible]~~	6^{00}	50,118^{00} ~~43,626~~
*	Trench Excavation		Cu. Yd.	90	15^{00}	1,350^{00} ~~1,095~~
	Watering		M. Gal	50	10^{00}	500^{00}
	Aggregate shoulders		Ton	300	9^{50}	2850^{00}
	Cement Treated Base		Sq. Yd.	14,500	4^{00}	58,000^{00}
	Cement for Treated Base		Ton	410	90^{00}	36,900
	Aggregate for Treated Base		Ton	3050	8^{50}	25,925
	Asphalt in Seal		Ton	18	250^{00}	4500^{00}
	Class "B" Asphalt Concrete		Ton	3100	25^{00}	77,500^{00}
	18-inch Culvert Pipe		Lin. Ft.	346 ~~286~~	25^{00}	8,650 ~~7,150~~
*	Encased Electrical Conduit		Lin. Ft.	60	21^{00}	1260^{00}

REGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2

Date 12/13/79

Section Airport Road at Salmon River Hwy. Sec.

County Yamhill

Kind Of Work Grading and Paving

Length 0.39

Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	2 ✓	250^{00}	✓ 500^{00}
	Delineators		Each	40 ✓	25^{00}	✓ $1,000^{00}$
						~~$218,471^{00}$~~

Section Airport Road | Salmon River Hwy, Sec. Programming Estimate $ 365,000
Highway FAU 4430 Project Length 0,39
County Yamhill Completion Time 150 Cal. Day
Kind of Work Grading and Paving Est. Comp. Date Aug 27, 80
Prefix 236-1961-921 Letting Date Feb 28, 19~~79~~80 Project No. M- 4430 Cl

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 336,263.00 ~~318,471.00~~
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	2,000 —	
Permanent Pavement Striping	700	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 2,700
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 338,963.00 ~~321,171.00~~
Contingencies (4-1/2%)	15,253.34	~~14,452.70~~
Engineering (8, [✓ 9,] 10%)	30,506.67	~~28,905.39~~
Subtotal		$ ~~364,529.09~~ 384,723.01
Credit for		
Estimated Net Authorization, Construction		$ ~~364,529.09~~ $ 384,723.01

APPROVED

CC: PHIL STEARNS

REC'D
1-11-80

Road Design Engineer

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2

Date 12/13/79

Section Airport Road at Salmon River Hwy, Sec.

County Yamhill

Kind Of Work Grading and Paving

Length 0.39 Mi.

Name B. Bergstedt

1-3-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	24,900.00 ~~23,600.00~~
	Temporary Protection and Direction of Traffic		All	All	—	3065.00
	Temporary Signs		Sq. Ft.	258	6.00	1548.00
	Temporary Barricades		Each	3	125.00	375.00
	Temporary Continuous Rail,			213	9.00	1917.00
	Traffic Barriers, Reflectorized		Lin. Ft.			
	Flagmen		Hour	280	22.00	6160.00
	Roadwork					
	Clearing and Grubbing		All	All	—	1,000.00
	Removal of Structures and Obstructions		All	All	—	30,000.00 ~~29,000~~
	General Excavation		Cu. Yd.	8353 ~~[illegible]~~	6.00	50,118.00 ~~43,62[illegible]~~
*	Trench Excavation		Cu. Yd.	73. ~~[illegible]~~	15.00	1,095.00
	Watering		M. Gal	50	10.00	500.00
	Aggregate Shoulders		Ton	300	9.50	2850.00
	Cement Treated Base		Sq. Yd.	14,500	4.00	58,000
	Cement for Treated Base		Ton	410	90.00	36,900
	Aggregate for Treated Base		Ton	3050	8.50	25,925
	Asphalt in Seal		Ton	18	250.00	4500
	Class "B" Asphalt Concrete		Ton	3100	25.00	77,500
	18-inch Culvert Pipe		Lin. Ft.	286	25.00	7,150
*	Encased Electrical Conduit		Lin. Ft.	60	21.00	1260.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 12/13/79

Section Airport Road at Salmon River Hwy. Sec.
County Yamhill
Kind Of Work Grading and Paving
Length 0.39
Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Extra for Asphalt Approaches		Each	2 ✓	250.00	500.00
	Delineators		Each	40 ✓	25.00	1,000.00
						~~318,491.00~~

```
                                                                                  FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH     YEAR TO DATE     TO DATE
                                   236   1954    918       00 P 1                       42.40           42.40
                                   236   1954    922       00 P 1                       18.87           18.87
                                                 TOT       P1          336.67          810.47          860.42
                                                 TOT       N1           42.58           42.58           42.58
                                              ** JOB TOTALS **         379.25  **      853.05  **      903.00  **

                                                                                                              STATE
 3 MILE LN RELOCATION          CONT NO         FA PROJ NOS M   430001 100
                                   236   1961    296       00 N 9    2,138.73CR      9,212.12CR     19,502.12CR
                                   236   1961    298       00 N 9    2,138.73        9,212.12       19,502.12
                                   236   1961    901       00 P 1      112.56          157.96       14,309.57
                                   236   1961    901       00 N 1                      324.02          438.56
                                   236   1961    905       00 P 1      296.09        2,832.77        3,796.06
                                   236   1961    907       00 P 1                        2.50           94.30
                                   236   1961    910       00 P 1                    1,165.91        2,780.99
                                   236   1961    911       00 P 1      112.56          259.80          259.80
                                   236   1961    918       00 P 1                                      209.58
                                   236   1961    920       00 P 1      107.88          121.95          134.09
                                   236   1961    921       00 P 1    1,123.80        1,123.80        1,123.80
                                   236   1961    922       00 P 1                       17.36           24.84
                                   236   1961    923       00 P 1                      571.74          571.74
                                   236   1961    950       00 P 1                        2.94        1,185.41
                                                 TOT       P1        1,752.89        6,256.73       24,490.58
                                                 TOT       N1                          324.02          438.56
                                              ** JOB TOTALS **       1,752.89  **    6,580.75  **   24,929.14  **

                                                                                                              STATE
 N YAMHILL RIV BRDG-OAKRG RD   CONT NO         FA PROJ NOS SOS 600001 100
                                   236   1964    296       00 N 9                      649.85CR      5,162.83CR
                                   236   1964    297       00 N 9                                    2,700.00
                                   236   1964    298       00 N 9                      649.85        2,462.83
                                   236   1964    910       00 P 1                                    2,227.81
                                   236   1964    920       00 P 1                                       11.58
                                   236   1964    926       00 P 1                      461.46          632.10
                                                 TOT       P1                          461.46        2,871.49
                                              ** JOB TOTALS **                 **      461.46  **    2,871.49  **

                                                                                                              STATE
 BRIDGE INSECT-OC              CONT NO         FA PROJ NOS SOS000001 100
                                   237   1909    296       00 N 9      920.75CR      1,943.90CR      7,733.92CR
                                   237   1909    298       00 N 9      920.75        1,943.90        7,733.92
                                   237   1909    901       00 P 1      543.17        2,364.24        8,867.64
                                   237   1909    901       00 N 1                                      219.24
                                   237   1909    914       00 P 1                                      405.66
                                                 TOT       P1          543.17        2,364.24        9,273.30
                                                 TOT       N1                                          219.24
                                              ** JOB TOTALS **         543.17  **    2,364.24  **    9,492.54  **

                                                                                                              STATE
 CAMPBELL ST RR XING           CONT NO         FA PROJ NOS RRP 920001 100
                                   301   1935    296       00 N 9                                      725.15CR
```

STATE OF OREGON **INTERоFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: C. O. Fredrickson
Region II Engineer

DATE: February 15, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Airport Road at Salmon River Highway
FAU 4430
Yamhill County

Enclosed are eight copies of the sign study plans showing proposed sign installations on the subject section.

Please review these plans and send us your comments and recommendations. Also, please submit two copies of the plan to the City and County for their review. On one set of plans they should note any suggestions for changes, sign in the space provided and return them to you for prompt return to this office.

We request your reply by March 7 to enable completion of the plans for State Force work.

ORIGINAL SIGNED BY L. E. GEORGE

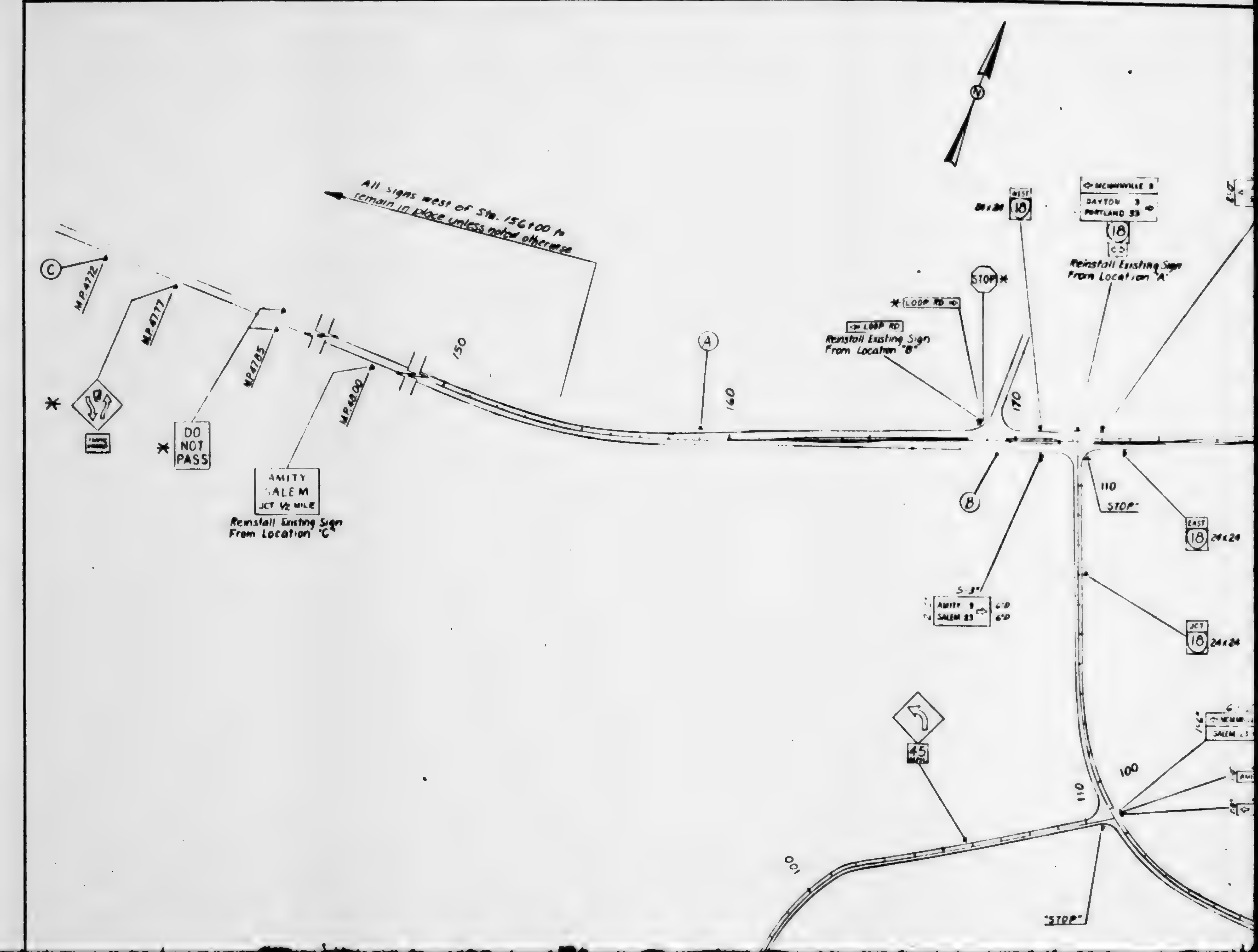
L. E. George
Traffic Engineer

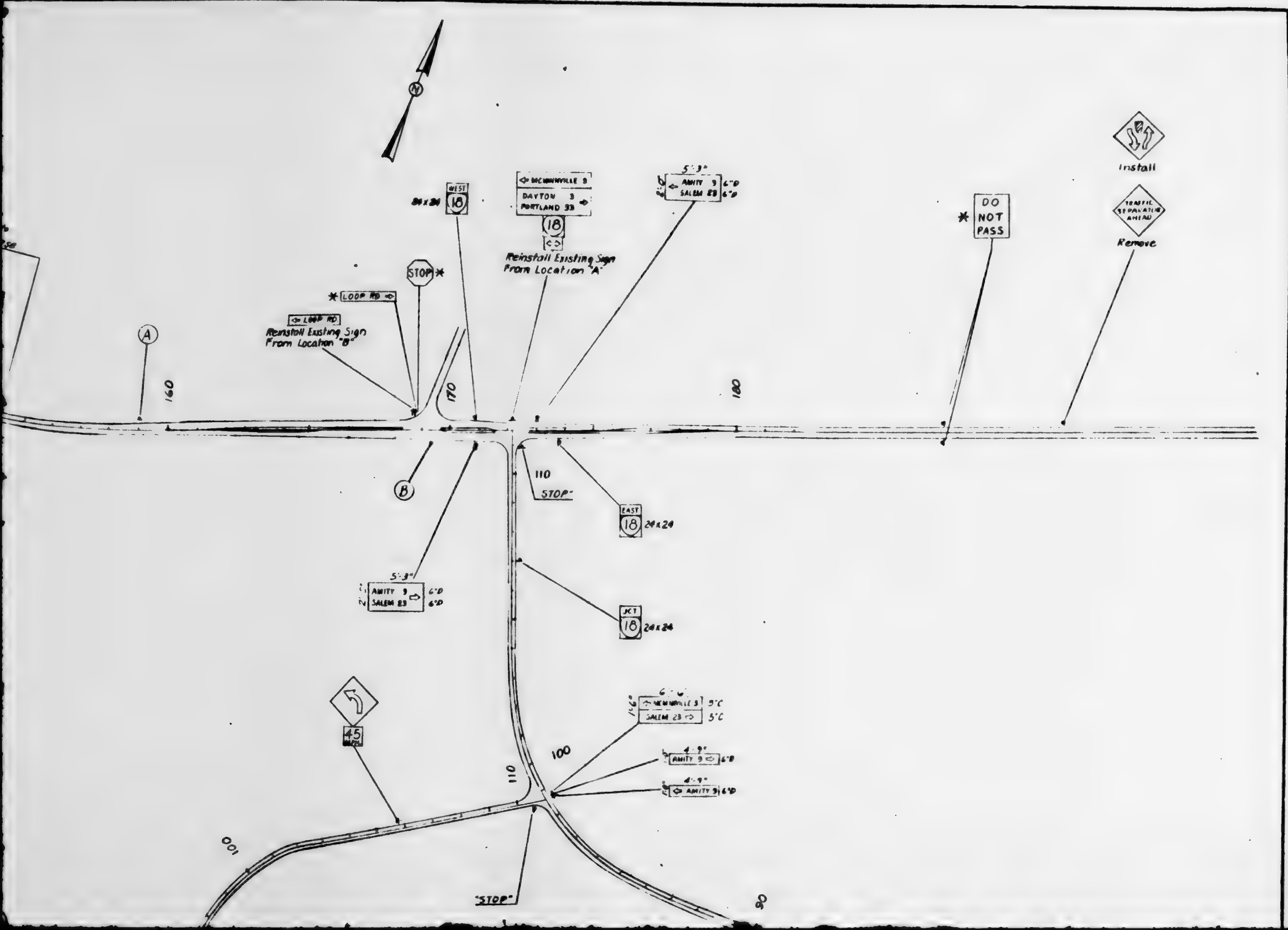
ELS:jrb
Enclosures
cc w/attach.: R. Kuehn
D. O. Christensen ✓
F. T. Lacey

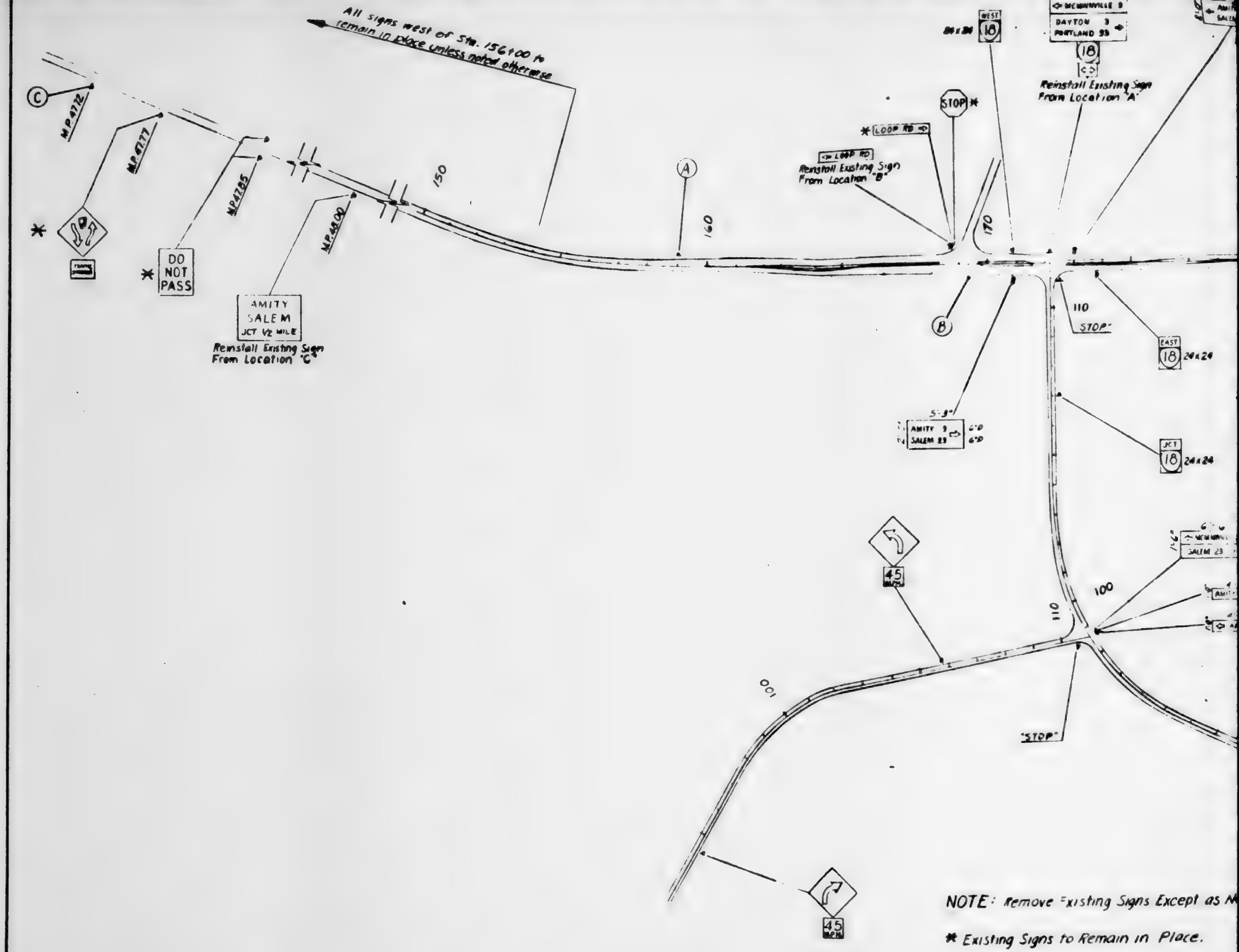
REFERRED TO
Stoud.am
Z Board
Sample
Cole
Watson
Eriksen
Dorn
Lau
Hager
Return / Discuss Do File Copy
FINAL DESIGN ENG.

Verstoeg
Anderson
✓ Christensen
Sullivan

RECEIVED
FEB 21 1980
ROAD DESIGN SECTION

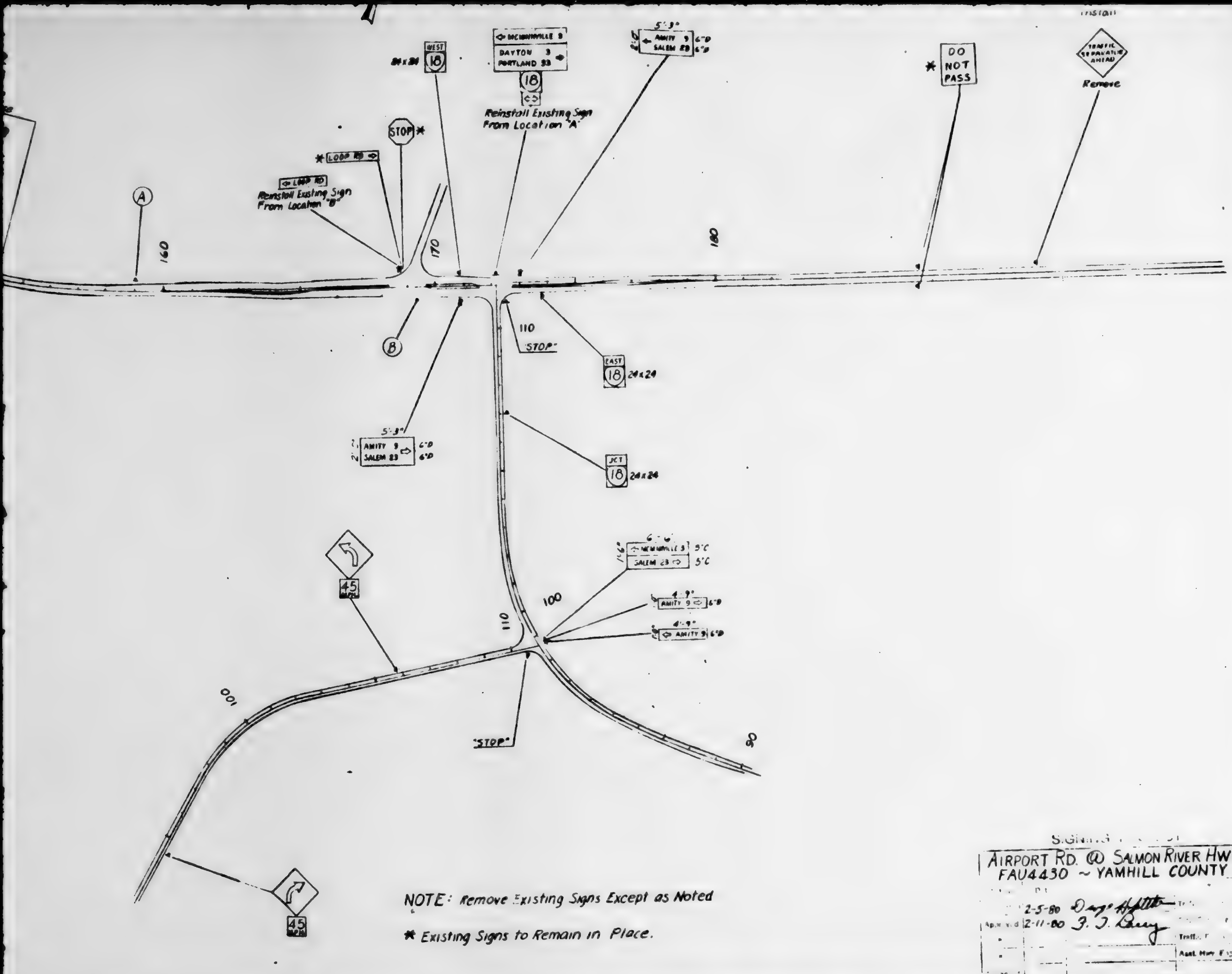

All signs west of Sta. 156+00 to remain in place unless noted otherwise
C
M.P. 47.72
M.P. 47.77
M.P. 47.85
M.P. 48.00
*
*
DO NOT PASS
AMITY
SALEM
JCT 1/2 MILE
Reinstall Existing Sign From Location "C"
150
A
160
170
*
LOOP RD
LOOP RD
Reinstall Existing Sign From Location "B"
STOP
*
WEST
18
24x24
McMINNVILLE 9
DAYTON 3
PORTLAND 33
18
Reinstall Existing Sign From Location "A"
B
110
STOP
EAST
18
24x24
5'-3"
AMITY 9
SALEM 23
6'0
6'0
JCT
18
24x24
45
100
110
100
STOP


N
A
160
* LOOP RD
Reinstall Existing Sign
From Location "B"
* LOOP RD
STOP *
24x24
WEST
18
170
MCMINNVILLE 9
DAYTON 3
PORTLAND 33
18
Reinstall Existing Sign
From Location "A"
5'-3"
AMITY 9 6"D
SALEM 23 6"D
180
* DO NOT PASS
Install
TRAFFIC SEPARATION AHEAD
Remove
B
110
STOP
EAST
18
24x24
5'-3"
AMITY 9 6"D
SALEM 23 6"D
JCT
18
24x24
45
MPH
6'-6"
1'-6"
MCMINNVILLE 9 5"C
SALEM 23 5"C
4'-9"
AMITY 9 6"D
4'-9"
AMITY 9 6"D
100
110
100
STOP
90


All signs west of Sta. 156+00 to
remain in place unless noted otherwise
C
M.P. 47.72
M.P. 47.77
M.P. 47.85
M.P. 48.00
*
*
DO
NOT
PASS
AMITY
SALEM
JCT 1/2 MILE
Reinstall Existing Sign
From Location "C"
150
A
160
170
<- LOOP RD
Reinstall Existing Sign
From Location "B"
* LOOP RD ->
STOP *
24x24
WEST
18
<- MCMINNVILLE 9
DAYTON 3 ->
PORTLAND 33
18
<->
Reinstall Existing Sign
From Location "A"
<- AMI
SALE
B
110
"STOP"
EAST
18
24x24
5'-3"
AMITY 9 ->
SALEM 23
6'0
6'0
JCT
18
24x24
6'-6
<- MCMINNVI
SALEM 23
AMITY
<- A
100
110
45
100
"STOP"
45

NOTE: Remove Existing Signs Except as N

* Existing Signs to Remain in Place.


WEST
18
24x24
⇦ MCMINNVILLE 9
DAYTON 3
PORTLAND 33 ➡
18
⇦⇨
Reinstall Existing Sign
From Location "A"
5'-3"
⇦ AMITY 9 6"D
SALEM 23 6"D
DO
NOT
PASS
Remove
STOP
LOOP RD ⇨
⇦ LOOP RD
Reinstall Existing Sign
From Location "B"
A
B
160
170
180
110
"STOP"
EAST
18
24x24
5'-3"
AMITY 9
SALEM 23 ⇨
6"D
6"D
JCT
18
24x24
6'-6"
⇦ MCMINNVILLE 9 5"C
SALEM 23 ⇨ 5"C
4'-9"
AMITY 9 ⇨ 6"D
4'-9"
⇦ AMITY 9 6"D
45
100
110
"STOP"
90
100
45

NOTE: Remove Existing Signs Except as Noted

* Existing Signs to Remain in Place.

AIRPORT RD. @ SALMON RIVER HWY.
FAU4430 ~ YAMHILL COUNTY

2-5-80 Dage Hylton
Approved 2-11-80 J. J. Lang

Traffic

Asst. Hwy Engr.

1-97

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-1-8

FEDERAL AID PROJECT NO. 4430 (1)

STATE PROJECT NO. see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 80366

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO,
FOR

Info	Inves	R/D	?/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
2/6/80	2/6/80	FAU 4430
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Junction Three Mile Lane at Salmon River Highway Section

GENERAL DESCRIPTION OF WORK:
Grade and Pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Permanent Pavement Striping
S.F. $700

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/1/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $384,444 Federal Funds $338,886.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80		for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978 631-855

097

1-29-80

INDI OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details & Summary
2A	Temporary Protection & Direction Of Traffic
3	Plan
3A	Profiles

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

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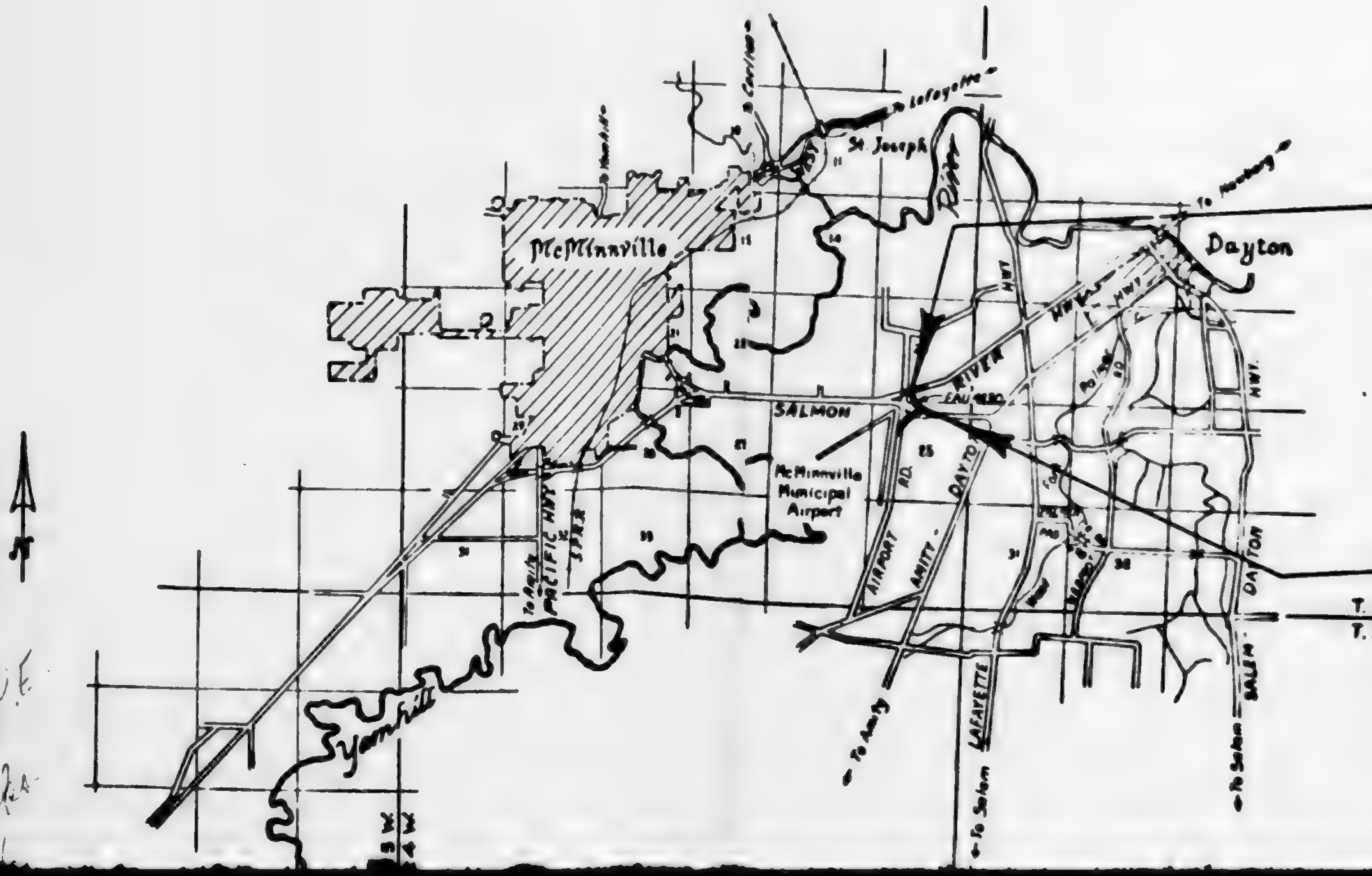
AIRPORT ROAD AT SALMON RIVER HWY. S
FAU 4430
YAMHILL COUNTY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To Carlton
To Lafayette
To Newberg
Dayton
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RIVER
HWY.
FAU 4430
McMinnville Municipal Airport
AIRPORT RD.
AMITY - DAYTON
PACIFIC HWY
S.P.R.R.
To Amity
Yamhill
LAFAYETTE
To Salem
SALEM - DAYTON HWY.
T. 4 S.
T. 5 S.

END O
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BEGINN

This Set Sheets 1, 2, 2A, 3 & 3A
1-29-80
C. J. Blum P.E.
[illegible] Works

AIRPORT ROAD AT SALMON RIVER HWY. SEC. FAU 4430 YAMHILL COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

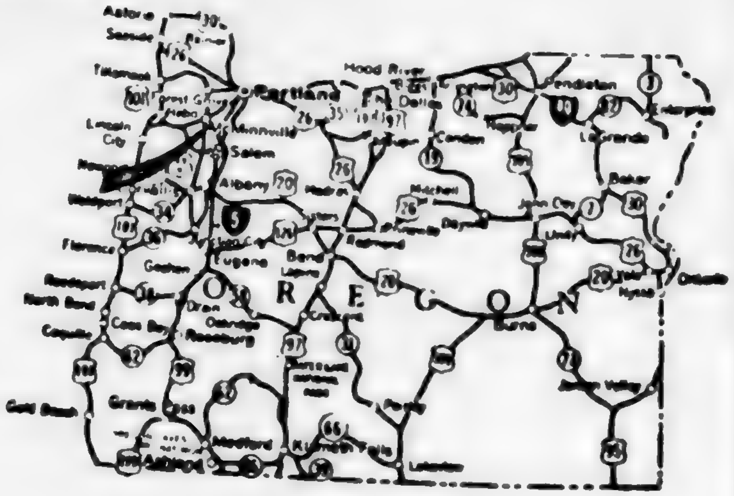
PRELIMINARY COPY
DEC 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

AIRPORT ROAD AT SALMON RIVER HWY. SEC.

FAU 4430

YAMHILL COUNTY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Coos Bay
Coquille
Gold Beach
Grants Pass
Medford
Ashland
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Hood River
The Dalles
Pendleton
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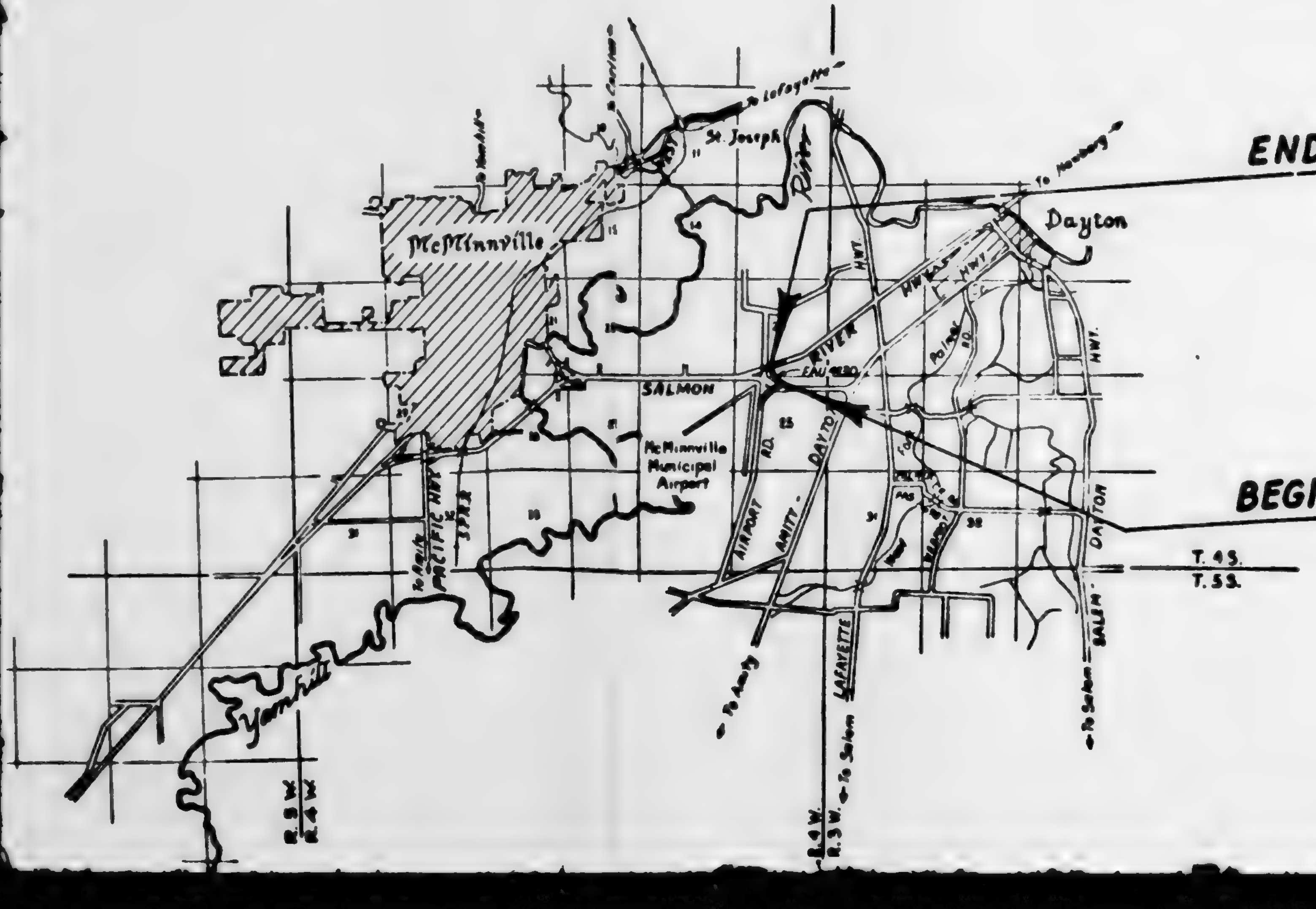
Klamath Falls
Lakeview
O R E G O N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To Salem
To Lafayette
To Newberg
To Carlton
To Yamhill
R.5W.
R.4W.
R.3W.
T.4S.
T.5S.

END OF PROJECT
Sta. "RJ" 111+28.80

BEGINNING OF PROJECT
Sta. "RJ" 91+00

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER
H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER
E. S. HUNTER

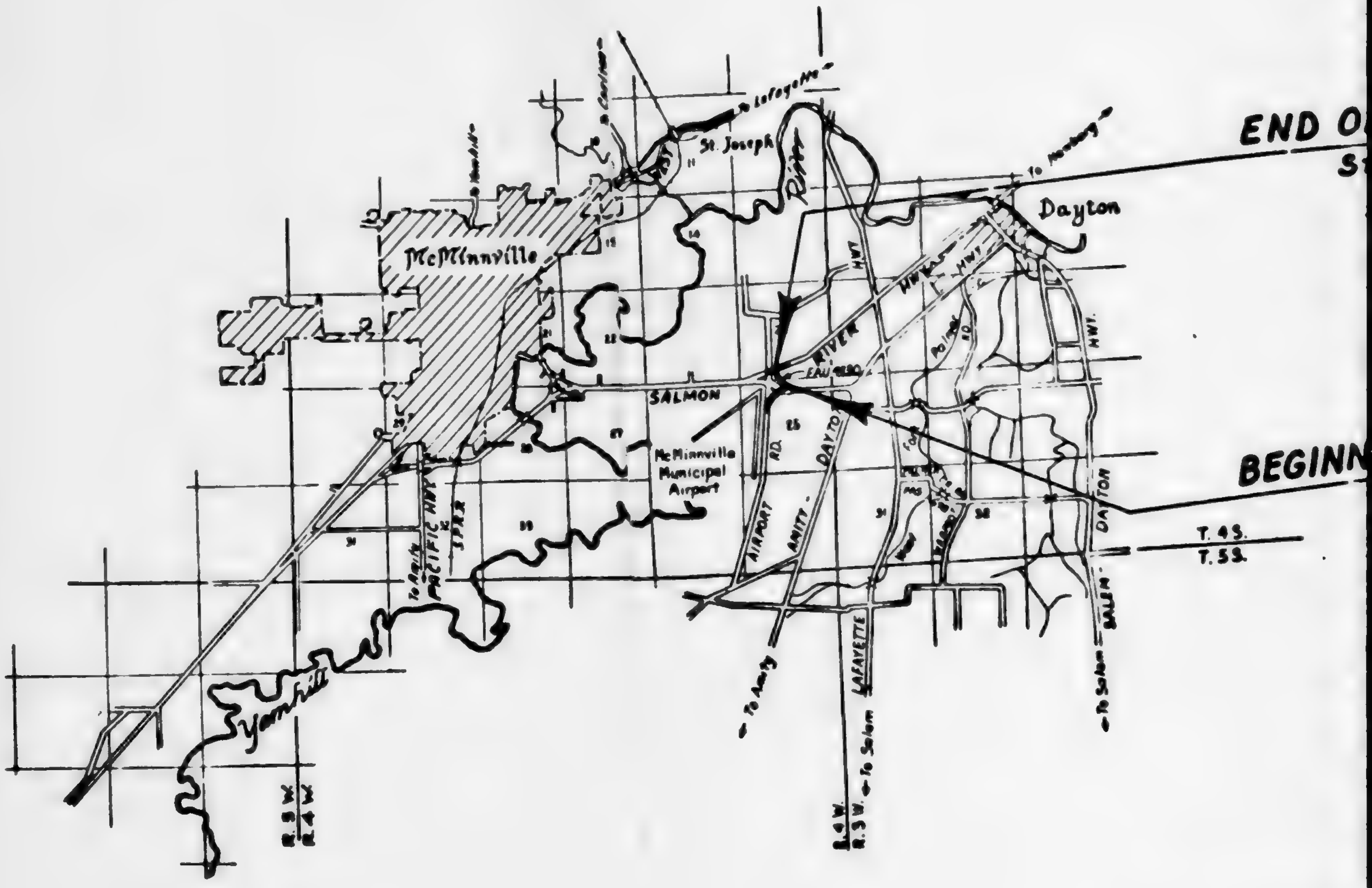
PLANS

AS

AIRPORT ROAD AT SALMON RIVER HWY. SE

FAU 4430

YAMHILL COUNTY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R.5W.
R.4W.
T.4S.
T.5S.
N

Sketch Map

Scale 0 1 2 Miles

This set sheets 1,2 2A,3&3A
O.K. 1-29-80
William M Bluem P.E.
Director of Public Works
City of McMinnville

OREGON TRANSPORTATIO
Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J Brix
Michael P Hollern
Fred B Klaboe

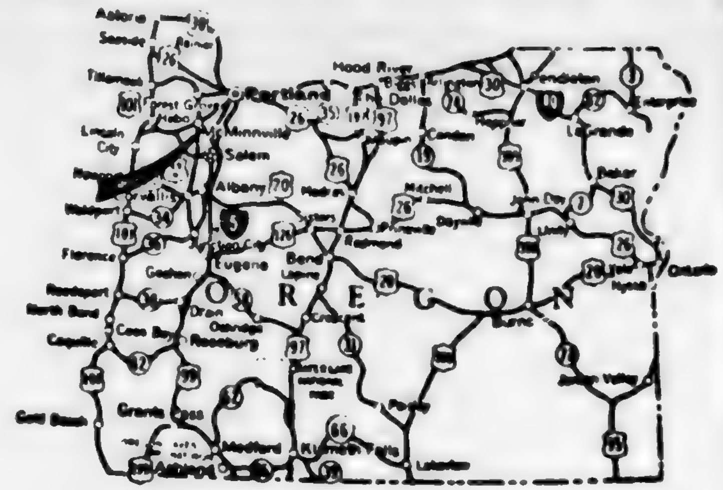
PLANS FOR PROPOSED PROJECT

AS REVISED

RPORT ROAD AT SALMON RIVER HWY. SEC.

FAU 4430

YAMHILL COUNTY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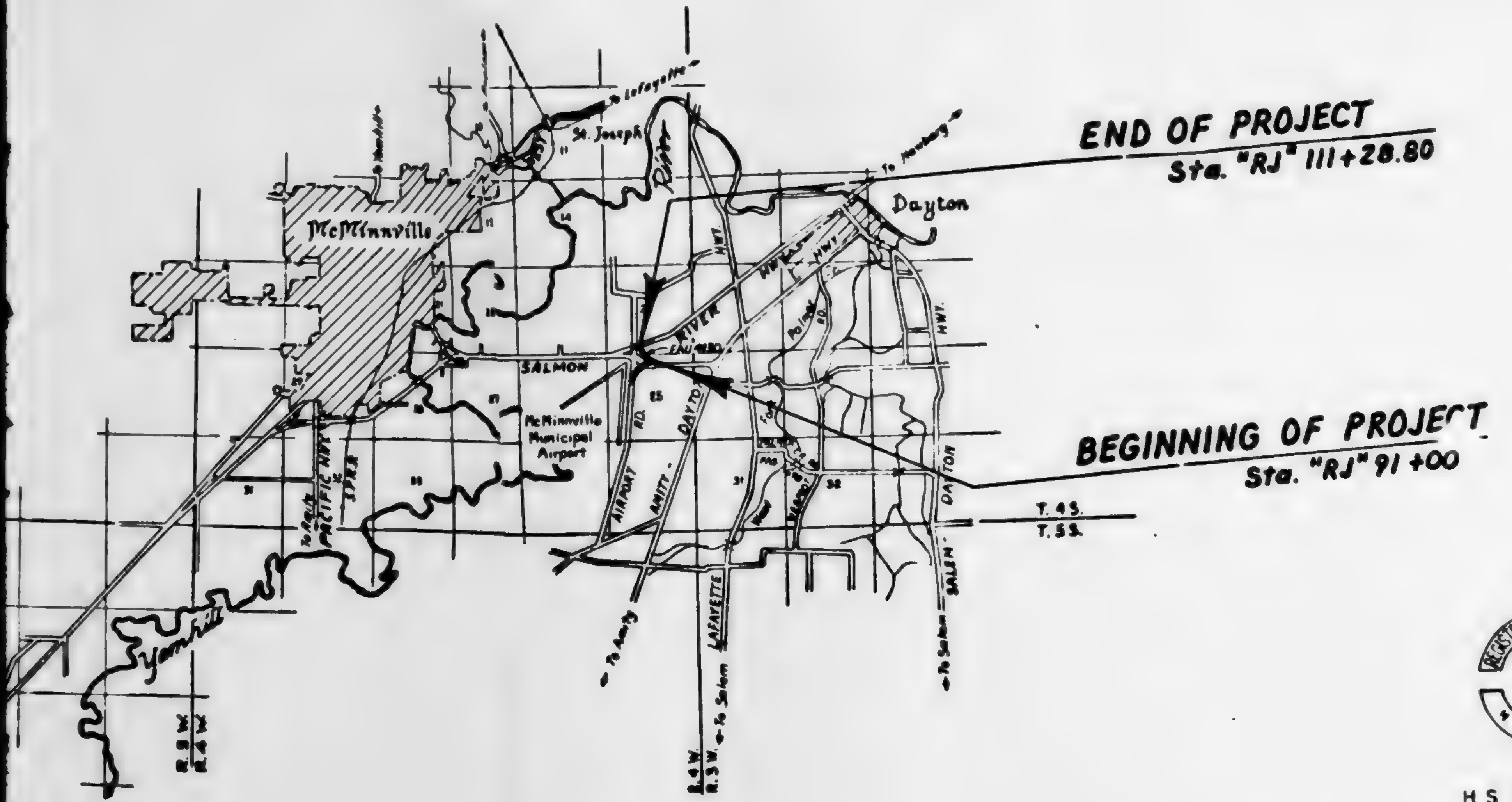
Pendleton
Hood River
The Dalles
McMinnville
O R E G O N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T. 4 S.
T. 5 S.
R. 4 W.
R. 3 W.
R. 5 W.
R. 4 W.

END OF PROJECT
Sta. "RJ" 111+28.80

BEGINNING OF PROJECT
Sta. "RJ" 91+00

Sketch Map
Scale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

H S Coulter — OCT 30 1980

E S Hunter — MAY 13 1980

H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER ______ DATE

39

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28/80

Feb. 28, 1980 Bid Letting ____________ All Clear Deadline

SECTION Airport Rd. At Salmon River Highway
Highway Salmon River Highway
County Yamhill Region 2
Type of Work G.P. Funds FAUS
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			X
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			X

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details & Summary
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3A	Profiles

INDEX OF SHEETS

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

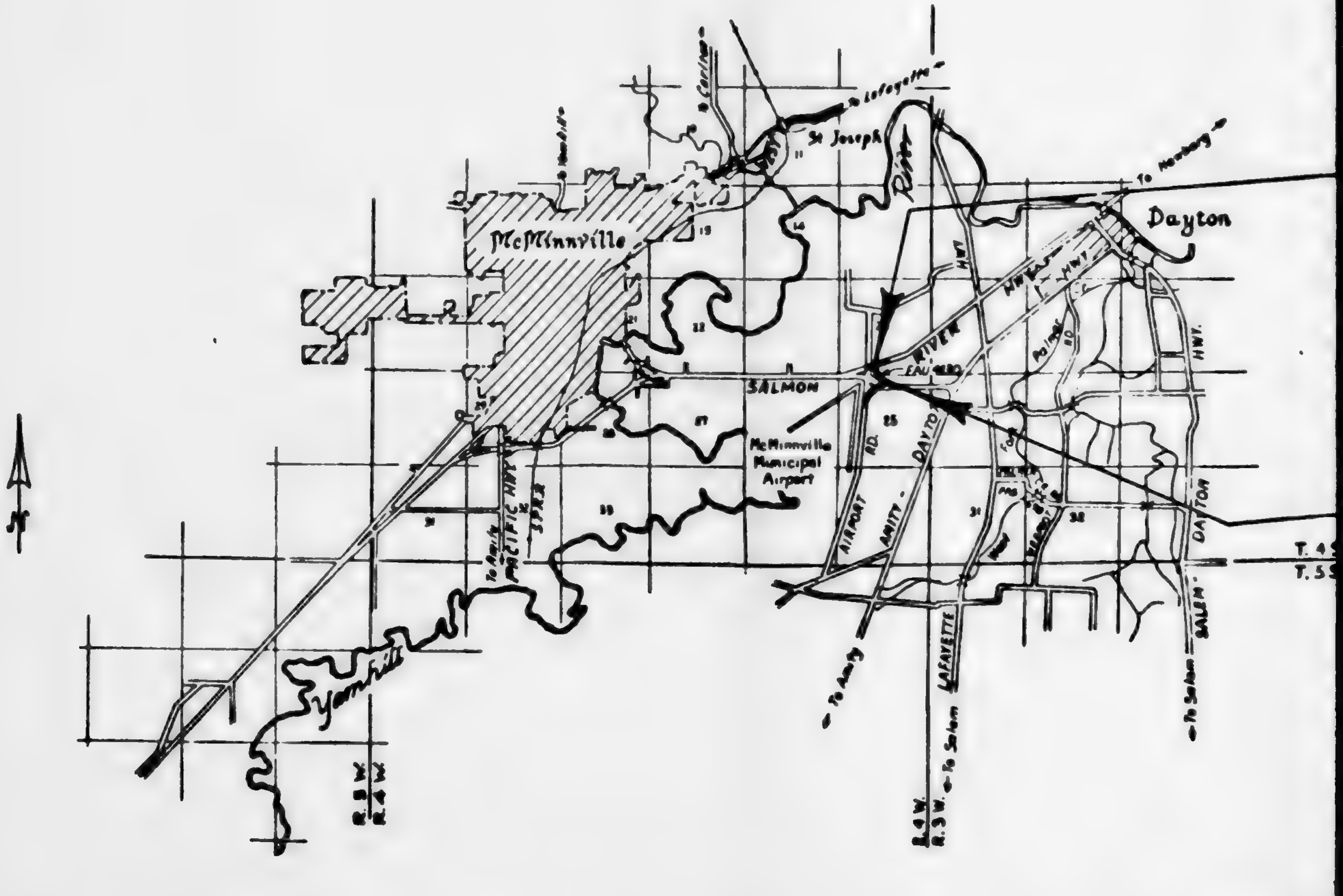
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

AIRPORT ROAD AT SALMON RIVER HW

FAU 4430

YAMHILL COUNTY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To Salem
LAFAYETTE
To Salem
SALEM - DAYTON
R.3W.
R.4W.
R.4W.
R.3W.
T.4S
T.5S

Accepted and Approved for
Execution by the Yamhill
County Board of Commissioners
on January 23, 1980

Ted Lopuszynski
Chairman

John P. Macaulay
Commissioner

Colin Armstrong

OREGON TRA

AIRPORT ROAD AT SALMON RIVER HWY. SEC. FAU 4430 YAMHILL COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

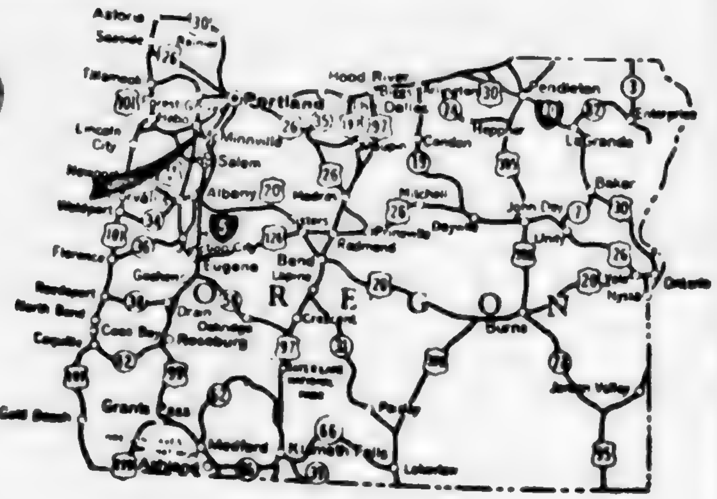
PRELIMINARY COPY
DEC [illegible] 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

AS REVISED

AIRPORT ROAD AT SALMON RIVER HWY. SEC.
FAU 4430
YAMHILL COUNTY


Astoria
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Eugene
Florence
Coos Bay
Roseburg
Grants Pass
Medford
Klamath Falls
Lakeview
Bend
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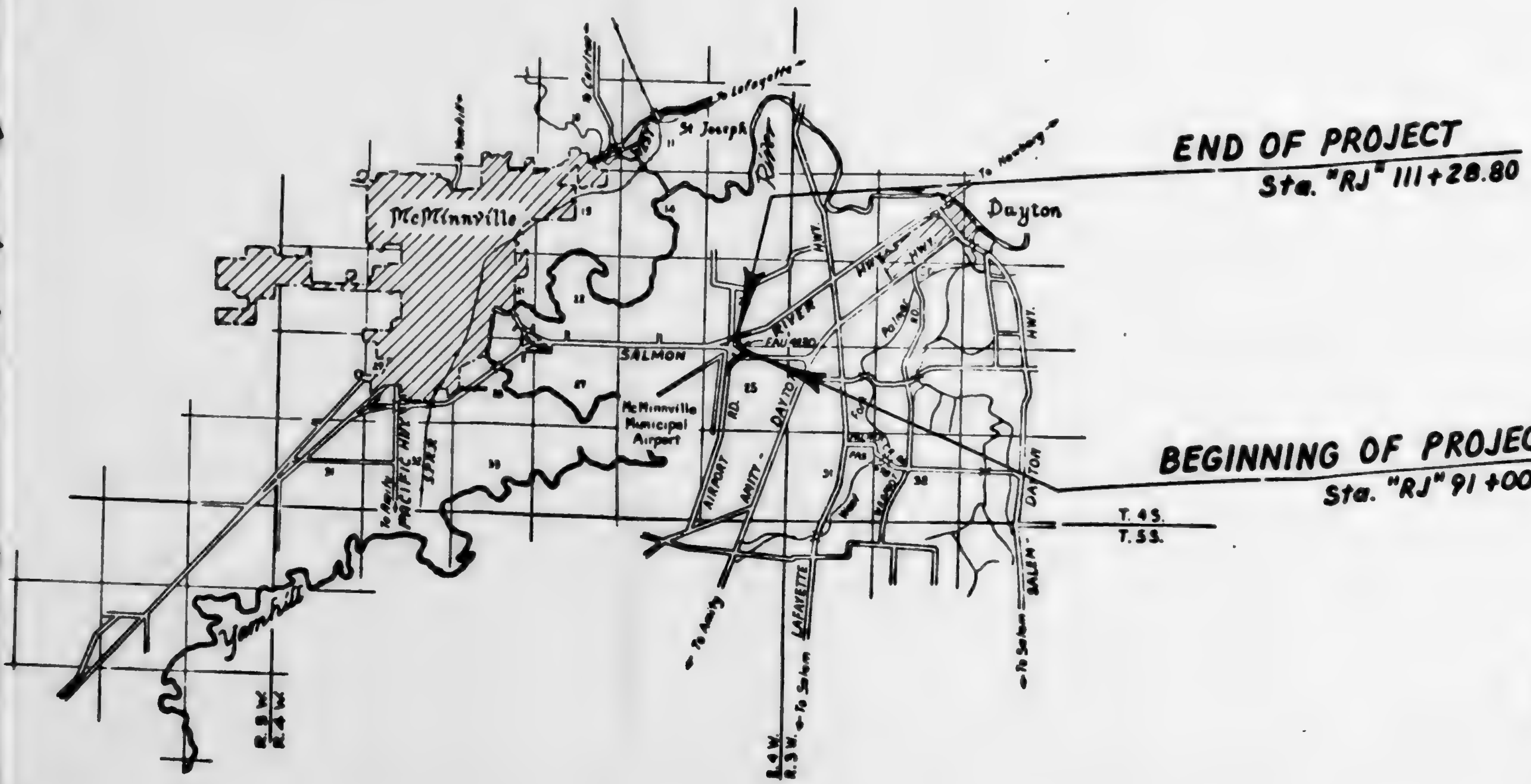
The Dalles
Pendleton
La Grande
Baker
Burns
John Day
Ontario
O R E G O N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Palmer RD.
Yamhill
T. 4 S.
T. 5 S.
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R. 4 W.
R. 3 W.

END OF PROJECT
Sta. "RJ" 111+28.80

BEGINNING OF PROJECT
Sta. "RJ" 91+00

PRELIMINARY COPY
SUBJECT TO CHANGE

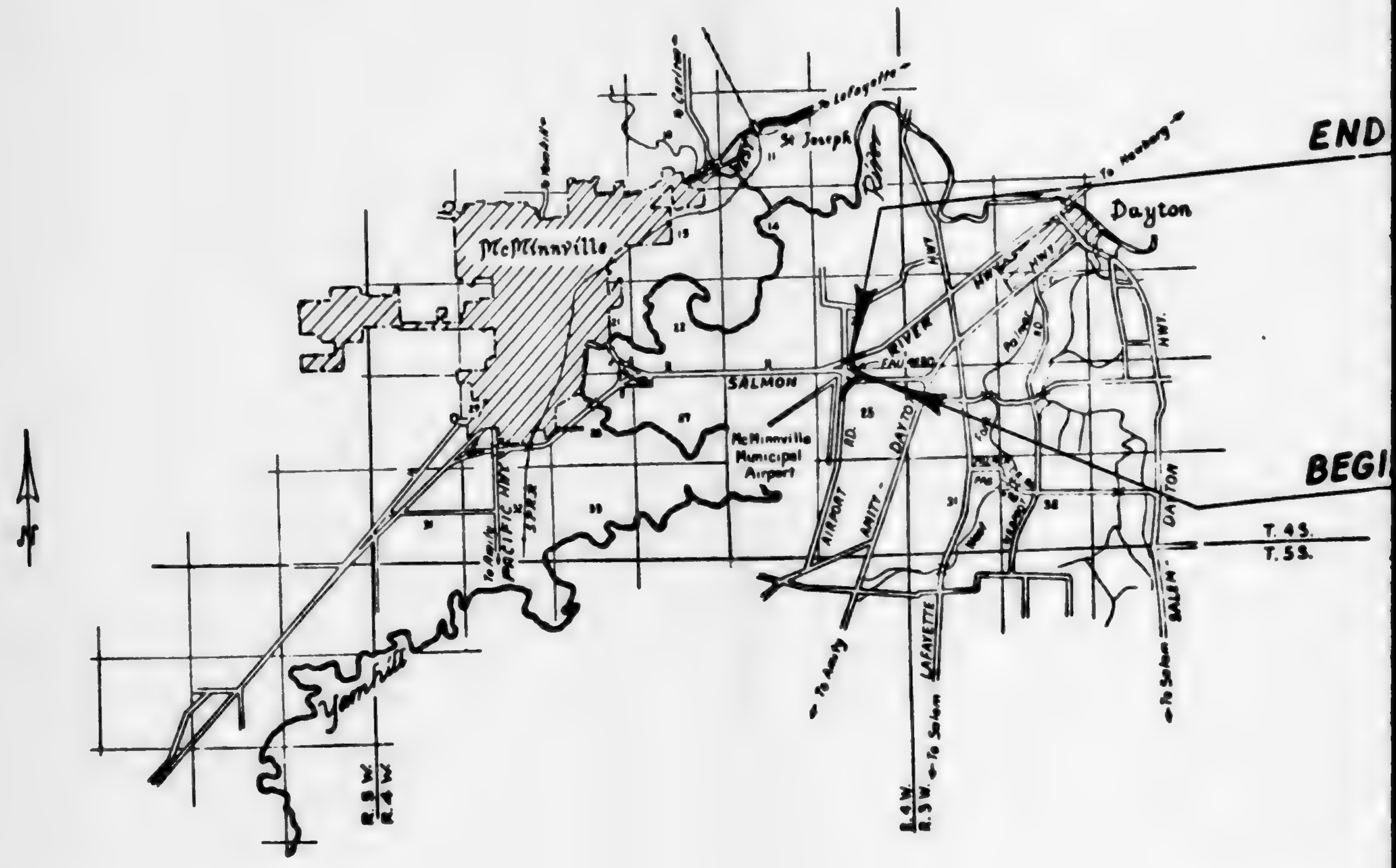
H S Coulter	STATE HIGHWAY ENGINEER
E S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

AIRPORT ROAD AT SALMON RIVER HWY. S

FAU 4430

YAMHILL COUNTY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T.4S.
T.5S.
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R.3W.
N

Sketch Map

Scale 0 1 2 Miles

Accepted and Approved for
Execution by the Yamhill
County Board of Commissioners
on January 23, 1980

Ted Lopuszynski
Chairman

John P. Macaulay
Commissioner

Colin Armstrong
Commissioner

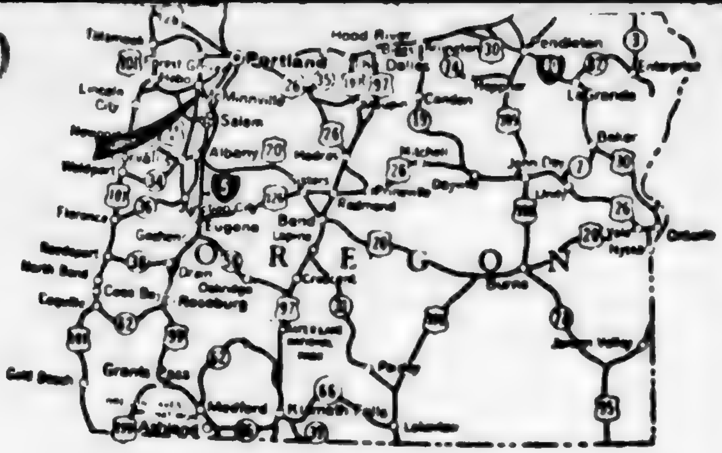
OREGON TRANSPORTA
Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J Brix
Michael P. Holle
Fred B. Klaboe

AS REVISED

RPORT ROAD AT SALMON RIVER HWY. SEC.

FAU 4430

YAMHILL COUNTY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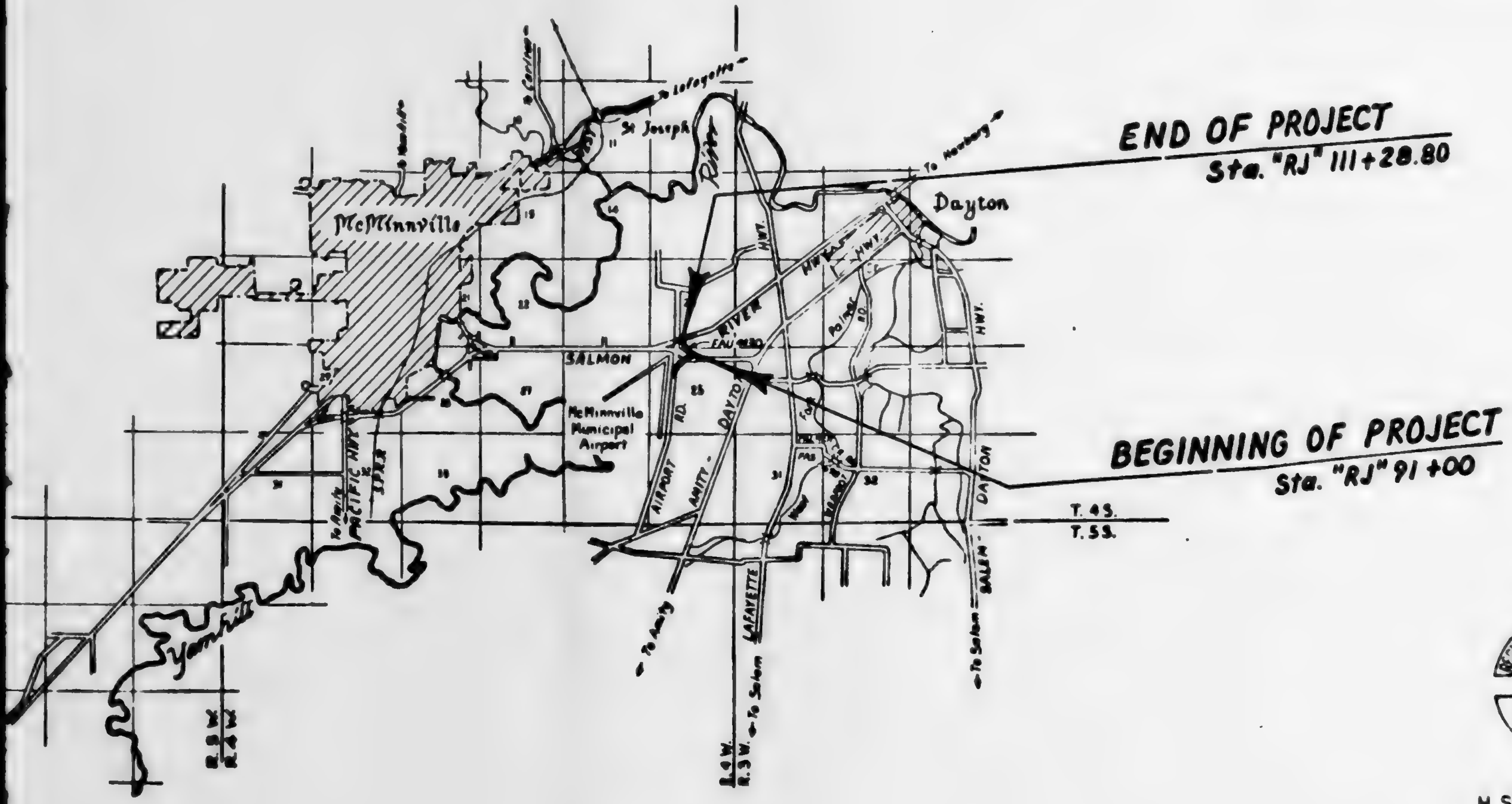
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Palmer RD.
Yamhill
River
T. 4 S.
T. 5 S.
R. 4 W.
R. 3 W.

Sketch Map

Scale 0 1 2 Miles

" PRELIMINARY COPY
SUBJECT TO CHANGE"

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

Date 10-30-79 PROJECT MANAGEMENT OFFICE MEM

Subject 3 MILE LANE - McMINNVILLE File No.

Received (call) ~~(visit)~~ from FRED ERICKSON

Address

Made (call) (~~visit~~) to PHIL STEARNS Phone

Reason for contact and general discussion: Discussed new estimate $428,000 w/Phil - told him I would instruct Design to review the estimate prepared by Region Dated May 24, 79 and fit the project to it, he concurred. Told Fred Erickson to do so. He will get back.

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PMF LGE OPE FAE CCE OM Other

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway # 736

Prefix 236-1961

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-4430(1)
Project Name Junction Three Mile Lane and Salmon River Highway
Airport Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at McMinnville, Oregon, this 5 day of October, 1979

City of McMinnville

Certified By:

Regional Right-of-Way Supervisor
Date

Mayor

City Recorder

#

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

E:9077

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. M-4430(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 80366	COUNTY NAME Yamhill PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info [illegible] [illegible] [illegible] [illegible] Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-5-79	FEDERAL ROUTE NUMBER FAU 4430 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Junction Three Mile Lane at Salmon River Highway Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 17, 1979, I approve the revised preliminary engineering costs to a TEC of $24,000 with Federal participation limited to $20,580. (Increase TEC $12,000 - Federal Funds $10,290)

DATE 10-5-79	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION
DEPT.

378-6558
TELEPHONE

TO: MEMO TO THE FILES

DATE: Sept. 12, 1979

FROM: FINAL DESIGN

SUBJECT: Project Name Change

It has been necessary to change the name of this project

FROM Jct. Three Mile Lane And Salmon Riv. Hwy. Sec.

TO Airport Road At Salmon River Hwy. Sec.
FAU 4430
Yamhill County

cc: Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

1 Versteeg
6 Anderson
2 Christensen
3 Gilson
4 Sullivan
Tarpin
7 [illegible]
5 Wekerlig

RECEIVED
SEP 12 1979
ROAD DESIGN SECTION

Do Not File 1
Return To
Bring Up /
Action

9097

YAMHILL COUNTY
Oregon

McMinnville

COUNTY ROADMASTER
LLOYD H. MAY

September 12,1979

REGION 2 ENGINEER
RECEIVED
☐ RLE SEP 13 1979 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☒ RFE

Phillip O. Stearns
Region Federal Aid Engineer
Department of Transportation
Highway Division Region #2
2960 East State St.
Salem, Oregon 97310

Dear Mr. Stearns:

Your proposed road closures of Three Mile Lane and Airport Road appear satisfactory. I assume that the State and / or City of McMInnville will take care of providing the necessary Public Notice and also the Construction Detour Signs.

I would appreciate hearing your time schedule for this project.

REFERRED TO
2 [illegible] 3
1

Sincerely yours

William A. Gille
William A. Gille
Office Engineer

WAG:vk

1 ✓
2

RECEIVED

O/

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

September 6, 1979

Bill Gille
County Engineer
2061 Lafayette Ave.
McMinnville, OR 97128

Dear Mr. Gille:

Attached is a map indicating our proposal for handling traffic during construction of the Three Mile Lane project.

The closures would be in effect for a period not to exceed two weeks. Traffic would be detoured on Hwy 233 as shown.

Please review the plan and return it with your concurrence or suggestions.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgl

REGION 2 ENGINEER

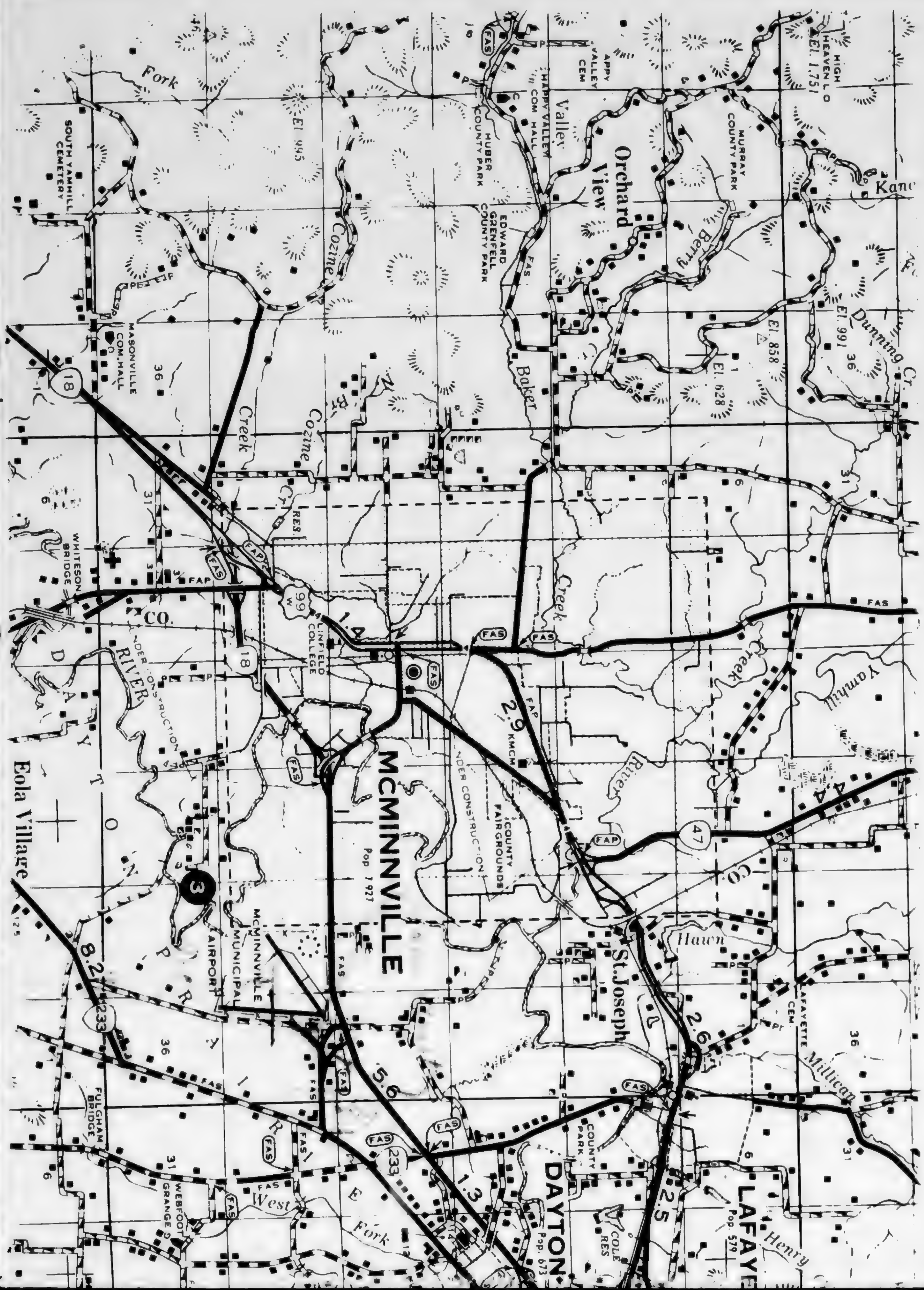
RECEIVED

SEP 0 5 1979

☐ RLE ☐ RBE

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE

☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE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LAFAYE
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MASONVILLE COM. HALL
WHITESON BRIDGE
FULGHAM BRIDGE
WEBFOOT GRANGE
LINFIELD COLLEGE
MCMINNVILLE MUNICIPAL AIRPORT
COUNTY FAIRGROUNDS
UNDER CONSTRUCTION
UNDER CONSTRUCTION
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EDWARD GRENFELL COUNTY PARK
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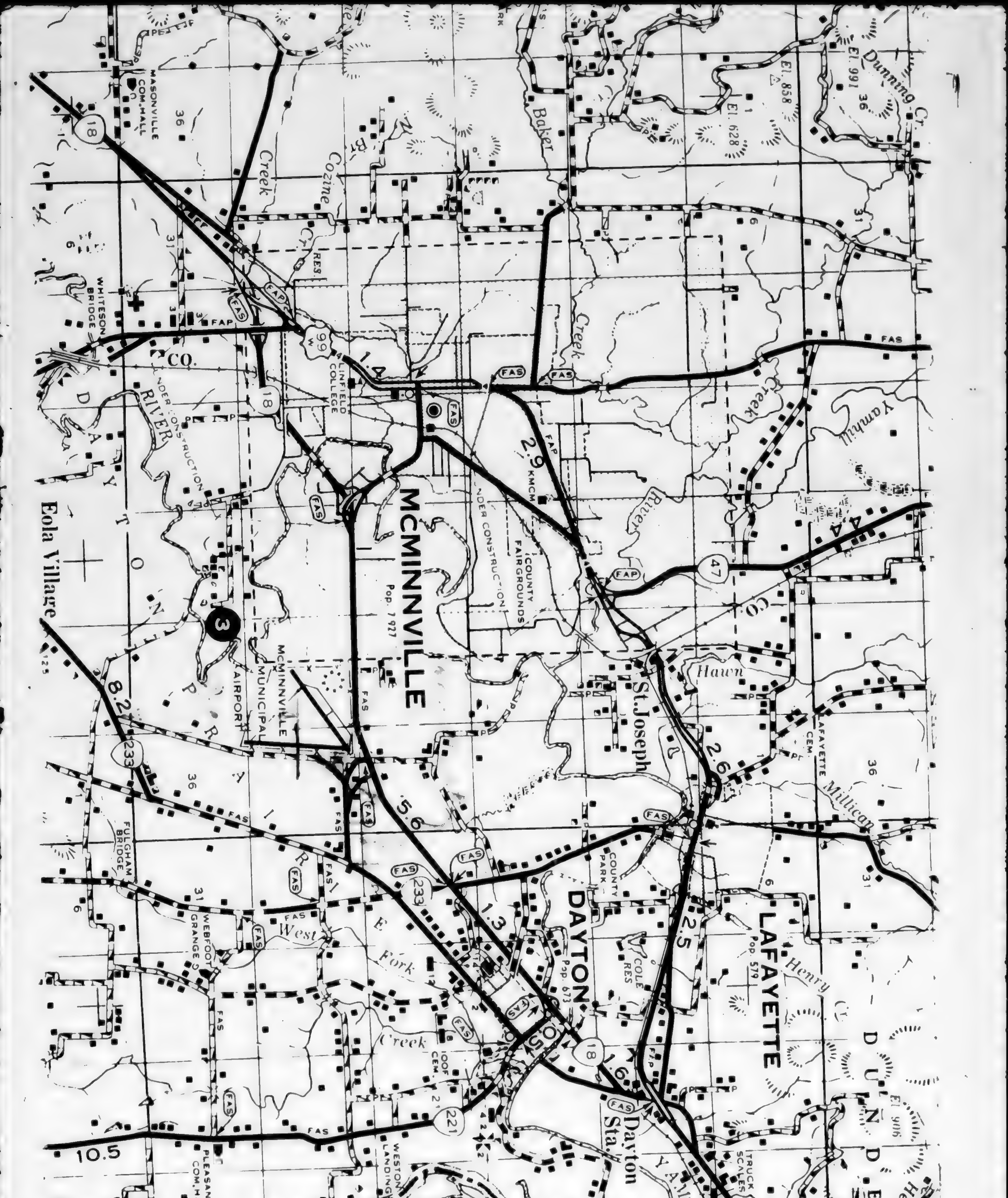
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FORM 81 734 3330

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 17, 1979
Salem, Oregon

FILE: 236-1961

ORIGINAL SIGNED BY GERALD WIMER

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Three Mile Lane Relocation
McMinnville FAU 4430

TO: Duane Christensen
FINAL DESIGN ENGINEER

I believe the field proposed RJ 2 alignment should be utilized rather than your June 18th proposal based on the following information and contacts:

1) The attached traffic count for June 25th and 27th shows only a 33 ADT desiring to cross. With a 70% growth factor for 20 years the crossing becomes 56.

2) Yamhill County by William A. Gille's attached June 22nd letter indicates some interest in your proposal providing the City of McMinnville would agree to use Urban funds and split the match with the County.

3) McMinnville City Engineer William M. Blum by the attached June 21st letter objects to your proposal.

4) FHWA Area Engineer Bill Kappus verbally indicates any extension northerly of the Salmon River Highway is not eligible for Urban funding.

5) We did not contact the FAA. Recent rumblings from them indicated they desire an alignment easterly of the RJ 2 alignment. We should not stir the issue with them.

6) The RJ 2 alignment has these advantages:

   (a) It minimizes the use of limited FAU funding.

   (b) It doesn't stir the FAA issue.

   (c) An extension similar to what you proposed northerly of the Salmon River Highway can always be added in the future with a slightly longer realignment that doesn't hit the small group of trees that your proposal hits.

GW/gl
attachments
cc: Frank Terpin
Dorland Swan
Phillip O. Stearns
Richard Nelson

N

Yamhill Co.

STATE OF OREGON
ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: June 18, 1979

FROM: Duane O. Christensen for
Final Design Engineer

SUBJECT: Jct. Threemile Lane and Salmon River Highway
FAU 4430 (Airport Rd.)
Yamhill County

ATTENTION: T. W. Litchfield

Reference is made to a phone conversation, June 14, 1979, between T. W. Litchfield and Bill Sample regarding the proposed field submitted new intersection of Airport Road and the Salmon River Highway.

The field proposed RJ2 alignment creates county road connections with the Salmon River Highway staggered by approximately 300'. County road traffic crossing movements would be hazardous due to the speed of the highway traffic and the short mixing distance along the highway.

Enclosed is a colored up print indicating the use of the "RJ" line including a 350' realignment of the county loop road on the northly side of the highway requiring a small amount of additional Right of Way. This proposal would provide the safer opposite county road crossings.

The FAA required clearance of 15' would be maintained except at the speed change lane along the existing highway.

Your recommendations are requested after appropriate review with the involved agencies.

DOC:mw
Enc.
cc: F. E. Terpin

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 18 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

REFERRED TO

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. D. O. Christensen
Final Design Engineer

FROM: J. E. Backstrand
Supervising Structural
Design Engineer

DATE: June 12, 1979

SUBJECT:
West McMinnville Intch., 8950
East McMinnville Intch., 8951
Three Mile Lane Hwy. Oxing of SPRR, 8688
S. Yamhill River Br., 8490
S.Yamhill R. O'flow Br., 8492
Salmon River Highway
Yamhill County
Pacific Highway West
Yamhill County

Within the limits of the Salmon River Highway (MP 43.72 to MP 46.20 and MP 49.91 to MP 52.65) the following are recommendations for overlay treatment at the bridges:

8688, Three Mile Lane Hwy. Oxing SPRR - Place 1" new overlay on existing AC wearing surface.

8950, West McMinnville Intch.)
8951, East McMinnville Intch.) No overlay to be placed on existing
8490, S. Yamhill River Br.) concrete decks.
8492, S. Yamhill R. O'flow Br.)

There are no bridges within the limits of the Pacific Highway West (MP 29.55 to MP 32.21) project.

JEB:dh

cc C. O. Fredrickson
George Hopkins
Jack Sullivan

REFERRED TO

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
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RECEIVED
JUN 12 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

236-196

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

May 24, 1979

H O N M

Joe W. Dancer
City Manager
City Hall
McMinnville, OR 97128

Dear Mr. Dancer:

Your letter regarding the Three Mile Lane relocation in which you request removal of "Obliteration of Roadway" as a bid item has been received.

It is felt the visibility of the roadways may be confusing to the driver, which could lead to an accident. The item will remain, but in view of your request, the specification will provide for scarification and obliteration only. No removal will be required. This will reduce the estimated cost considerably.

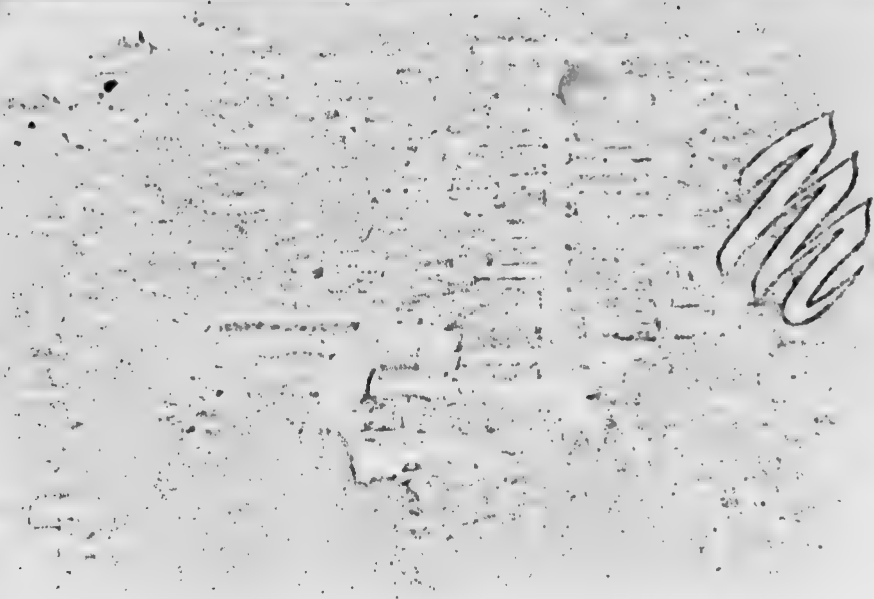
Other modifications have been made to the proposed bid items which will reduce the estimated cost. Removal of "Seeding and Mulching" is one. Bill Blum has indicated City will seed the obliterated roadways.

Your concern is funding and our concern is safety. I believe the above is a compromise we both can live with. I've attached a copy of our revised estimate for your information.

Very truly yours,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/gl
attachment
cc: L.G.P.U.



CITY OF
McMinnville
CITY HALL • Telephone 472-9371
McMINNVILLE, Oregon 97128

May 16, 1979

REGION 2 ENGINEER
RECEIVED
MAY 18 1979

Mr. Phillip O. Stearns
Region II Federal Aid Specialist
2960 East State Street
Salem, Oregon 97310

Re: 3-Mile Lane relocation at Airport-McMinnville

Dear Mr. Stearns:

After reviewing the cost estimates you sent to Mr. Blum on March 12, 1979, and finalizing our budgetary position for the coming year, we find that the project as outlined would exceed our capabilities of matching funds and further deplete our FAUS funds. Therefore, we are herewith requesting that you delete the item "Obliteration of Roadway" from the proposed project and proceed with the road relocation as planned.

The City will, over the next few years, endeavor to remove the old roadways as funds are available and as needs arise for the salvage material, thus ultimately returning the area to productive farm land by consolidation with the abutting city lands.

Very truly yours,

Joe W. Dancer
City Manager

WMB:llh

330

OREGON STATE HIGHWAY DIVISION

FILE: 236-1961

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 24, 1979

FROM: Richard E. Nelson
REGION II LOCATION ENGINEER

TO: Frank E. Terpin
LOCATION ENGINEER

SUBJECT: Jct. Three Mile Lane-
Salmon River Highway
FAU 4430, Airport Rd.
Yamhill County

Revised cost estimate for the subject project is attached, as per discussion with George Sanford May 22, 1979, (unit prices are tight for this season only). Several items will require specification attention.

Clearing & Grubbing - identify as included in other items.

Obliteration of Roadway - specification to provide for scarification and obliteration only; no removal to be required.

Asphalt in Tack - include in Asphalt in Mixture.

Seeding & Mulching - delete from contract - City will provide at their discretion.

Revisions have been discussed with McMinnville City Engineer, Bill Blum, and has concurred on project proceeding based on this estimate.

Super-cedes estimate made by Loc Unit 5-16-79
Hackleman

cc: George Sanford
Phil Stearns

REFERRED TO Jack
By Location Engineer

NOTED
W. N. HACKLEMAN

[illegible]

RECEIVED
MAY 24 1979
LOCATION SECTION

H

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 2
Date 5-22-79

Section Jct. Three mile Lane - Salmon River Hwy
County Yamhill
Type Of Work Gradeing and paveing
Length 0.5
Name

No.	Item	Spec	Unit	Quant.	Unit Cost	Total
1	Mobilization	111	L.S.	All		12,500
2	Temp. protection + direction	111	L.S	All		2100
3	Temp signs	111	sq.FT	305	6.00	1830
4	Temp Barricades	111	each	8	100	800
5	Temp plastic safety Markers	111	each	5	80	400
6	Flagmen	111	hrs	192	19.00	3648
7	Gen. Exc.	203	cu.yd	5941	4.00	23764
8	Trench Exc.	206	cu.yd	75	15.00	1125
9	Finish Rd bed + slopes	206	L.S	All		1600
10	oblitemation of Roadway	224	sq.yd	15,000	1.00	15,000
11	Watering	233	M.Gal	167	10.00	1670
12	Aggregate Base	305	Ton	6150	8.00	49,200
13	3/4-0 material in level + shldrs.	305	Ton	1508	9.00	13572
14	Lime Treated subgrade	307	sq.yd	15,013	0.85	12,761
15	Lime in treated subgrade	307	Ton	169	70.00	11,830
16	Class "B" A.C.	403	Ton	2542	16.50	41,94
17	Asphalt in Mix	403	Ton	167	110	18,370
18	Asphalt in Prime	408	ton	18	175	3150
19	Aggregate in Prime	409	cu.yd	105	12	1260
20	12" culvert Pipe	603	lin FT	100	12.50	1250
21	18" culvert Pipe	603	lin Ft	186	13.50	2511
22	Extra for A.C. Approaches	610	each	3	250	750
23	Guide Post	623	each	73	20	1460
						222,494

Sheet 2 of 2

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date 5-22-79

Section Jct. Three mile Lane - Salmon River Hwy

County Yamhill

Of Work Gradeing + Paveing

Length 0.5

Name

No	Item	Spec	Unit	Quant.	Unit Cost	Total
	Total contract items					222,49
	Eng. + cont.					44,500
	Ext. stripe removal					1760
	Stripeing					850
		Total				269,610

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 236-1961

Salem, OR

April 11, 1979

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Frank E. Terpin
LOCATION SECTION

SUBJECT: Letter of Transmittal
Three Mile Lane Relocation
Three Mile Lane & Airport Rd.
FAU 4430
Salmon River Highway
Yamhill County

Transmitted herewith the following data pertaining to the above location survey.

2	books	Field Notes
1	pad	Location Cost Estimate & Quantity Summary with Quantity Calculations
1	folder	Correspondence
1	folder	Grades
1	folder	Coordinates
1	copy	Narrative Report of Survey
1	sheet	McMinnville Airport Plan
1	roll	McMinnville Airport Plan with Ownership Shown
1	roll	R/W Map - Three Mile Lane Highway
1	roll	Temporary Protection & Direction of Traffic Plan
1	roll	Deeds and Surveys
1	roll	Three Mile Lane Profile
1	roll	"RJ" Line Cross Sections
1	roll	"CPR" Line Cross Sections
1	roll	"RJ" Line Cross Sections 89+83-112+00
1	roll	Work Sheet
1	roll	Construction Detail Map (Mylar Hard Copy)

cc: Dick Nelson

REC'D 4-12-79
Z
EST. $366,403
ORIG. $125,000
NOTIFIED PHIL STEARNS.

5-1-79
Stearns: [illegible] City-County [illegible] wants to eliminate "obliteration of old roadway" item, they are checking w/FAA. Hold survey data until cleared.
Z

LOCATION NARRATIVE

Three-Mile Lane Relocation
Three-Mile Lane & Airport Road

Yamhill County Prefix 236-1961

History

The application for work was made out in March 1978. The Authority for Survey was made out in April 1978 and the agreement between the state and county was signed in October.

The purpose of the survey is to relocate the roads in the area such that they will conform to the proposed airport expansion to convert it to an instrument landing system. This relocation will also improve and eliminate some dangerous intersections which have had some accident history in the past. The original program amount was $125,000. However, an estimate prepared before the work commenced shows a figure of $231,000 and the final estimate will overrun that, the current figure being ~~$552,568.~~ 361765.-

I have some correspondence in the files which indicate that the contract is to be let in July and so far as I can determine, a Mr. Mark Beisse of the F.A.A. is still of this opinion.

An IDT meeting was held in Region on February 13, 1979.

Standards

The Three-Mile Lane portion of the project will have a 7°30' curve with 400' spirals. The road connection from the south will have a 10° curve with no spirals. Both will have 4-foot shoulders. There will be a left turn median built in the Salmon River Highway where the new Three-Mile Lane connection is made.

Typical Sections

The surfacing depths are:
3½ inches - Class "B" A/C
2 inches - 3/4-0 level course and shoulders
6 inches - aggregate base
6 inches - lime treated subgrade.

The above design has been used for the RJ-2 and the CPR-2 lines.

For the widening of the Salmon River Highway, I have used the same design except that instead of the lime treated subgrade in the bottom, I went to 18 ~~6~~-inches of rock. The reason for this was that we will have an abrupt pavement edge which by use of the rock can be closed up at the end of each work day, thus taking care of the hazard.

The Salmon River Highway has a left turn lane for the existing road connection just westerly from the new one. This will be revised to provide for the new connection and is being done by widening only on the right or southerly side. We have used 4:1 slopes throughout as the depth of cuts and fills are all pretty minor. The revision work on the Salmon River Highway will necessitate the removal of much of the existing striping and the placement of new for the new connection.

Horizontal Alignment

The Rd-2 line has a 7°30' curve with 400' spirals where it leaves the existing Three-Mile Lane road. It connects in nearly at right angles to the Salmon River where we have provided a taper lane for the right turns to Three-Mile Lane and a left turn refuge for the west bound traffic on the Salmon River.

The CPR-2 has a 10° unspiraled curve where it leaves the existing roadway and is being brought into the Rd-2 at right angles by use of a small angle point in the line near the entry point.

The survey is based upon the Oregon Coordinate System, N.Zone using LDP corrected coordinates.

The location of the Rd-2 line has been placed such that a 50:1 slope from a point 200 feet from the end of the existing runway will provide a minimum clearance of 17 feet over the roadway.

The CPR-2 line is parallel to and outside the glide path of the proposed I.L.S. fan. There are 2 DLC corners (monuments) which are currently set in road intersections where we are going to obliterate the roadway. In addition, there is an RM azimuth mark set along side the roadway where our leveling operations will probably destroy it. All these should be referenced and replaced upon completion of the work.

Vertical Alignment

Since the entire area is quite flat, there was no problem with this. The grades simply match the take-off and tie-in points of the existing roadway. The grades are pretty flat so we have done some controlled ditching to facilitate the drainage. This will be more fully discussed later under drainage.

Materials

The grading work will generate about ~~5000~~ 5900 yards of excavation of which about 3900 will be utilized in adjacent embankments. This will result in about 1700 yards excess. Since the general cuts are shallow, this material could be utilized for soil in any low areas where build-up was desired.

In addition to this, there will be about 5900 total yards of material removed in the process of obliterating the existing roadways in the area. Of this, roughly 2000 yards will be pavement which in my opinion will have to be disposed ~~up~~ of off the job. The remaining 4000 yards can probably be blended into the adjacent areas mainly in the existing roadbed ditches which need to be filled to reduce the hazard for planes missing the end of the landing strip.

I have discussed the disposal of both the pavement (2000 yards) and the excess yardage (1700) with Bob Rankin of this city. He tells me they have areas where both may be taken within about 1.5 miles distance.

Materials for the surfacing work are available from local sources.

Right of Way

As I understand it, the city is in the process of purchasing all the property where the Rd-2 line crosses and a small strip where the CPR-2 encroaches on the Sully property. The city has been given the information necessary and are preparing the description to cover it.

Drainage

Since the entire area is quite flat there are many instances where the existing drainage isn't functioning very well. However, there are well developed ditches on the Three-Mile Lane section to the west where we are dumping all our drainage. To accomplish this, we have forced a minimum .2% grade on both the Rd-2 and the CPR-2 lines.

The Rd-2 runs southerly on both sides back to about Station 99 where the CPR-2 line intersects. At this point on the left of the Rd-2, the water may be taken around the radius and back to about 108+40 on the CPR where we show the installation of an 18" culvert. The drainage on the right side of the Rd-2 line will continue southerly to where it may flow into the existing Three-Mile Lane ditch where we tie into the existing roadway. There is an apprach on the right at about Station 96+40 where I have shown the installation of an 18" culvert to be placed in the ditch line, which has been deepened to accommodate the pipe and cover.

Where there are ditches along the existing roadways which are to be obliterated, we have planned to fill these with some of the material removed from the roadway and the general grading involved in the obliteration work is to be done in a manner which will not create water pockets to a greater extent than already exists in the surrounding area.

We, as an afterthought, added one more 18" culvert, this across the existing highway at Station 94. The reason for this was to ensure that we aren't overlooking the existing pipe further to the east where we cross the draw running to the Yamhill River.

Stage Construction

This should be pretty straight forward. I anticipate that the Rd-2 will be done first up to the tie-in point with the existing Three-Mile Lane roadway. There will be a small conflict problem at this point but as I see it, this will have to be done under traffic. Since the area of conflict is short, it should be possible to complete a tie-in during a day's time. Following this, the traffic can be routed on the Rd-2 after which the CPR line may be built. Again, there will be an area of conflict where it ties in to the existing but this also may be done under traffic.

The widening work for the refuge lane on the Salmon River should be done in short sections such that at the end of each day's work, there will be rock placed back in the shoulder cut out section to eliminate the drop-off hazard. We should still have cones and barricades up along here during the night hours to delinate the shoulder line.

Utilities

The only utility in the area is a buried cable belonging to General Telephone and Electronics. This cable follows the southerly side of the existing roadway (Three-Mile Lane extended) to where it intersects the N.S. county road. It then follows this on the westerly side to the existing Three-Mile Lane roadway, thence it runs along the south side back to about opposite 154+50 on the Salmon River. So far as we can determine, it is inside the R/W all the way.

Probably our work will not bother them though care will have to be taken when the old roadway is being obliterated. The telephone company would be available during this operation to keep the workers aware of where the installations are.

Contract Bid Items

Bid Items 1-3 inclusive need no special mention.

Bid Item 4 - Temporary Barricades have been scheduled to be placed at several locations where I feel there can be conflicts. The first is where the Rd-2 leaves the Three-Mile Lane section. These probably will get two uses, the first being when the new section is nearly done but not yet available and the second when the traffic is routed over the new to close off the old. The same condition in part existswhere the Rd-2 connects to the Salmon River. There will be a brief time when the new is constructed but not ready for traffic.

Also,I forsee one at the connection of the CPR-2 where it leaves the existing county road. Another will be needed where the N.S. County Road leaves the Salmon River before the old roadway has been obliterated and the same goes for the intersection of the Salmon River and Three-Mile Lane near Station 154.

Bid Item 5 - Temporary Plastic Safety Markers will be used along the Salmon River during the time we are doing the widening work for the left turn refuge lane.

Bid Item 6 - Flagmen. Since the work in most cases is pretty well away from the traffic, I don't anticipate the need for a great amount of this, though some will be needed at any area where we are making road connections.

Bid Item 7 - Clearing and Grubbing is a small item. The main reason for including it is to take care of the sod removal on the grading areas.

Bid Item 8 - Removal of Structures and Obstructions. There is an old foundation to be removed under this item. The main item of work is the removal of the old pavements, approximately 2000 cubic yards of material. This will have to be completely removed from the area and transported to another location. I have talked to Bob Rankin, the Assistant City Engineer, who tells me they have a disposal area within about a mile and a half distance. There are a few old culverts which may fall under this item though most can probably be buried during the obliteration of the old roadway, which is a separate bid item.

the Cost Est. Lumps this into the item - obliteration of Roadway

Bid Item 9 - General Excavation comes from the grading on the Rd-2, CPR-2 and the Salmon River Highways. A portion can be used in embankments on these roadways but some, about 1,700 yards will be excess. I anticipate this also will have to be disposed of off the project. Again, a possible area would be the one previously designated for the old pavement. However, it would be possible that the contractor could find his own disposal area as this material should be useable dirt due to the comparatively shallow excavation depth.

Though not a specific part of this item, there will be about 5900 cubic yards of total excavation included in the removal of the old pavements. Of this about 2000 yards will be pavement and the remainder the gravel and fills from the roadways. The latter should, in general, be utilized in the existing ditches, etc. during the obliteration process.

I have not included this as a specific bid item but planned it to be a part of the pay item "obliteration of roadway".

Bid Item 10 - Trench Excavation is pretty minor, there being few pipes on the project and most of these going into the new ditch lines.

Bid Item 11 - Finishing Roadbeds and Slopes also isn't a very impressive item though with lime treated subgrade it does perhaps expand somewhat from the normal in that the roadbed has to be graded twice, once before the placement of the lime and again afterward.

Includes Removal of Str. & obstructions.

Bid Item 12 - Obliteration of Roadway ^ As mentioned earlier, this is a major item on this project because of the need to remove so much old roadway. This is compounded by the need to dispose of about 2000 yards of old pavement off the project. In addition, there will be the grading necessary to bring the entire area to something generally conforming to the adjacent ground level by filling in the existing ditches and removing the existing roadway supers. A rough estimate shows this figure alone to be 4000 yards of material.

The disposal of the old pavement and whatever excess earthwork we may have will have to be dressed up in the disposal area which will create some additional cost.

We have not cross sectioned the entire area. These don't have an accurate figure though we did take some spot sections for a rough estimate. Our intent was to make sure the contractor knows what we need to do and bid it in the square yard figure.

An item not normally thought of under this item but important in this case is compaction of the material. Since we are filling ditches to minimize hazards for the aircraft, we should require some compaction of the materials where they will be in fills. This has been considered in the prices we have obtained from cost analysis.

Bid Item 13 - Watering comes from some anticipated to be needed in the earthwork where this goes into the fills and the rock surfacing material. I have planned the use of crushed aggregate base to be placed in the normal manner, that is, not plant mixed.

Bid Item 14 - Aggregate Base and Bid Item 15 - 3/4-0 Aggregate in level course and shoulders should be standard.

Bid Item 16 - Lime Treated Subgrade and its companion Bid Item 17 - Lime for treated subgrade also is standard. We did not include its use where we are going to widen the Salmon River Highway, my feeling being that the working area doesn't lend itself to this treatment plus the problem of keeping a safe shoulder along the end of the roadway during the night hours.

Bid Item 18 - Class "B" A/C mixture and its companion Bid Item 19 - Asphalt in mixture are standard. The depth is 3.5 inches which should be placed in two lifts.

Bid Item 20 - Asphalt in Tack Coat will be needed along the Salmon River Highway where we will have a meet line -- old pavement to new. It has also been computed to be placed between lifts of new pavement.

Bid Item 21 - Asphalt in prime coat and the aggregate in binder, Bid Item 22, have been included to provide a platform to place the A/C pavement upon.

It has been my experience that without this, it becomes difficult to keep the surface from traveling ahead of the paver. Even though a roller may be used to tie the scuffing down, there probably will still be some which isn't caught resulting in decreased pavement depths in certain areas.

Bid Item 23 - 12" Culvert Pipe has been used where we are filling the existing ditch line at the connection of the Rd-2 and Salmon River Highways.

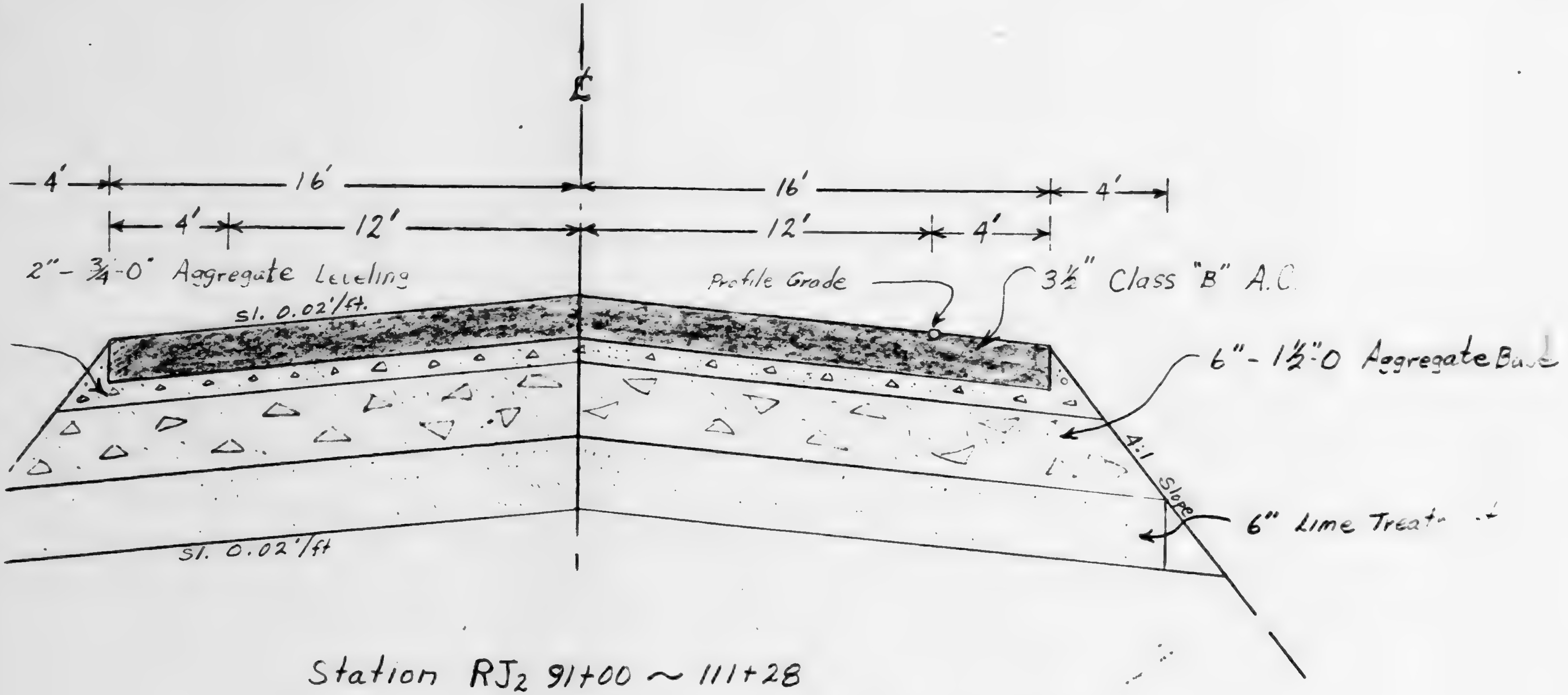
Bid Item 24 - 18" Culvert Pipe covers the installations across the CPR-2 line and the approach to the Rd-2 line on the right side near the southerly end.

Bid Item 25 - Extra for A/C Road Connections. There are three on the project, two of which are road connections and one approach.

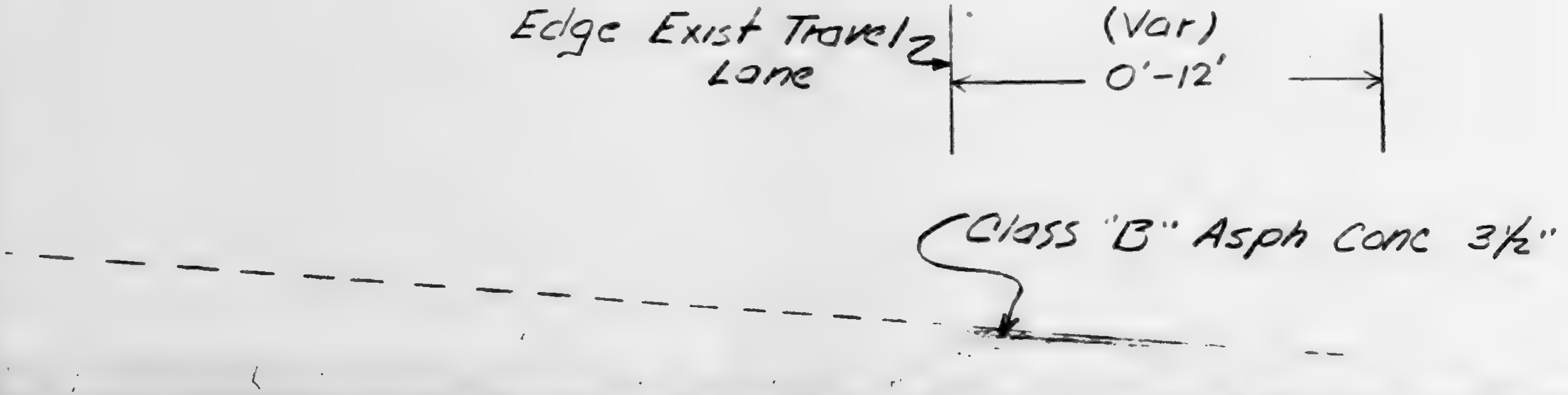
Bid Item 26 - Guide Posts. No special comment.

Bid Item 27 - Seeding and Mulching covers more than would normally be required. In this case I have computed its placement to cover those areas where we are obliterating the old roadways which currently criss-cross the area. I didn't plan the placement of topsoil on these feeling that with as much grading work we are going to do, the soil content would be sufficient for the grass to grow.

We have also included some stripe removal and new striping as an additional anticipated item. The removal will be necessary on the Salmon River Highway where we are modifying the left turn refuge to the Rd-2 connection.


℄
4'
16'
16'
4'
4'
12'
12'
4'
2"- ¾-0" Aggregate Leveling
sl. 0.02'/ft.
Profile Grade
3½" Class "B" A.C.
6"- 1½"0 Aggregate Base
4:1 Slope
6" Lime Treat.
sl. 0.02'/ft

Station RJ2 91+00 ~ 111+28
RJ2 89+83.40 ~ 91+00 (Taper Section)


Edge Exist Travel Lane
(Var)
0'-12'
Class "B" Asph Conc 3½"

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Three-Mile Lane Airport Extension UNIT OR PART ______ COUNTY Yamhill
HIGHWAY Salmon River PREFIX 236-1961

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	111	Mobilization	L.S.	100		22,117
2	111	Temp.Protection & Director of Traffic	L.S.	100		4,147
3	111	Temporary Signs	Sq.Ft.	305	6.00	1,830
4	111	Temporary Barricades	each	8	125.00	1,000
5	111	Temporary Plastic Safety Markers	each	5	80.00	400
6	111	Flagmen	Hours	192	19.00	3,648
7	201	Clearing and Grubbing	L.S.	100		1,200
8	203	General Excavation	Cu.Yd.	5941	8.00	47,528
9	206	Trench Excavation	Cu.Yd.	75	15.00	1,125
10	206	Finishing Roadbeds and Slopes	L.S.	100	0.65	1,625
11	224	Obliteration of Roadway	Sq.Yd.	20,000	2.00	40,000
12	233	Watering	M.Gal	167	10.00	1,670
13	305	Aggregate Base	ton	6150	8.00	49,200
14	305	3/4-0 Material & Level Crse & Shoulders	ton	1508	9.00	13,572
15	307	Lime Treated Subgrade	sq.yd.	15,013	1.25	18,766
16	307	Lime in Treated Subgrade	ton	169	80.00	13,520
17	403	Class "B" Asphaltic Concrete	ton	2542	17.50	44,485
18	403	Asphalt in A/C Mixture	ton	166	110.00	18,260
19	407	Asphalt in tack coat	ton	1.1	300.00	330
20	408	Asphalt in prime coat	ton	18	175.00	3,150
21	409	Aggregate in prime coat	cu.yd.	105	12.00	1,260
22	603	12" Culvert Pipe	ln.ft.	100	12.50	1,250
23	603	18" Culvert Pipe	ln.ft.	186	13.50	2,511
24	610	Extra for A/C/ Road Connections	each	3	250.00	750
25	623	Guide Posts	each	73	20.00	1,460
26	681	Seeding and Mulching	acre	13.2	600.00	7,920
		Total Contract Bid Items				302,724
		Add anticipated items				1,762
		Ext. stripe removal				850
		Striping				
		Engineering & Contingencies 20%				61,067
		TOTAL Project Cost				366,403

Current prices: 4-4-79 Add 9%/yr/yr for inflation.

Sheet 1 of 1

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 13, 1979

FILE: 236-1961

FROM: K. D. Wolfe
Resident Engineer

TO: The File

SUBJECT: Three Mile Lane Relocation
Three Mile Lane & Airport Rd.
Yamhill County

IDT Meeting

The I.D.T.-2 meeting for the subject project was held February 13, 1979 at 2:05 pm in the Region II conference room. Those in attendances were:

Phil Stearns	OSHD	Dick Nelson	OSHD
Jim Dumler	" "	Bill Gillie	Yamhill Co. Engr.
Bill Blum	City of McMinnville	Ted Litchfield	OSHD
Don Thurston	OSHD	K.D. Wolfe	OSHD
Bill Kappas	FHWA	Dave Weaver	"
Eddie Welsh	OSHD	Jim Dixon	"
John Read	"	Don Berg	"

The meeting began with an explanation, by Ken Wolfe, of an exhibit map showing the glide path clearences required by the F.A.A. Wolfe also outlined a telephone discussion that he had with Mark Beise of the Regional Office of the F.A.A. in Seattle immediately prior to this meeting.

Bill Blum noted that the side slope for the shadow areas of the glide path should be 7:1 not the 20:1 shown on the map.

Mr. Wolfe stated that to comply with the minimum AASHTO alignment requirements more R/W will need to be purchased. He also asked if a 20:1 to clearance slope was needed for runway 16. Blum said the Amity hill south of this runway limited it to a 20:1. He said that the City is still in the process of negotiating for R/W.

Mr. Wolfe said the curve shown for the new alignment of Three Mile Lane is a 10° curve which is sub-standard, but is the best that will fit both the R/W currently being purchased and the F.A.A. requirements. Jim Dumler said the maximum curve according to the AASHTO standards is an 8½° and the standards also require 8 foot shoulders instead of the 4 foot shoulders shown in the project request.

Ted Litchfield questioned the need for constructing according to AASHTO specifications to simply replace an existing roadway. Blum noted that a mile east on this road there is a 90° angle curve and a stop sign followed by two more 90° angle curves at about ¼ mile intervals. Litchfield asked Bill Kappas what his thoughts on the specifications were.

Mr. Kappas said he understood that the FHWA required AASHTO standards for secondary roads. He asked what the ADT for this part of Three Mile Lane was. Dumler said we did not have that figure and Blum said it was probably about 3000 vehicles. Kappas said the standards for that is an 8 foot shld.

Mr. Kappas asked if we were proposing 2 - 12 foot travel lanes with 4 foot shoulders. Litchfield said that is what he thought should be used. Blum said they specificially did not want 8 foot wide shoulders, since this would invite parking along the roadway opposite the end of the airport runway. Kappas said

Cont.

file: 240-195

he though 4 foot shoulders could be allowed.

Mr. Wolfe asked if the old roads were to be obliterated. Blum said their plan did not call for this but that it was a good idea to remove the old roadways. Litchfield said this removal would add to the total cost of the project. Blum said the cost to the City is quite small because of the percentage of Federal Aid. It was pointed out that there would be a problem policing these old roadways. Also that the land could be share cropped if the old roadways were removed. Litchfield said the removal should be apart of the contract. Kappas said he was sure the FAA would want this removal and that the FHWA would participate in the removal. Blum said he would also like the concrete slab (an old building foundation) removed too.

A discussion of the need for additional R/W followed. It was noted that the 10° curve at the connection to the existing Three Mile Lane highway on the east end of the alignment change required purchase of a wedge of R/W beyond that originally anticipated in the block of land currently being purchased from Eddy Gordon. Litchfield stated that since R/W on a new ownership was involved anyway, the new curve should be put in to meet AASHTO standards at least a minimum 8½° curve. Dick Nelson said if we were going to do this we may as well go to a 7° curve and a 0.06 super.

Mr. Wolfe asked if the City wanted to save the house. Blum said they would like to save the house if possible since they could then rent it out. He noted that according to the FAA the back barn would have to be removed.

Mr. Blum asked if we needed spirals on the curve. Litchfield said he thought we did since it improves the rideability of the road.

Mr. Wolfe asked what super rate we were to use on the curve. Nelson said he thought the safe-speed super rate would be the best.

Mr. Wolfe asked if there was any need for widening on the existing Salmon River Highway for an acceleration lane for the connection. The concensus of opinion was that there was none now and none would be desired on this project.

Mr. Dumler asked if we were going to AASHTO standards for alignment with 12 foot travel lanes and 4 foot shoulders and safe-speed supers for the "Airport Road" (a county road that parallels the north-south runway). Also [redacted] since the side slope is a 7:1 it would be possible to move the new alignment closer to the glide path than shown on the display map. The County had specified a maximum 10° curve and it was assumed the City would want the new county road alignment as close as possible to the new southerly R/W line. It was also noted that even with the 10° unspiralled curve the purchase of more additional R/W than originally anticipated on the Sully and Wallace property would be required.

Mr. Blum said that the existing Airport Road had a tangent alignment. Kappas said that a sharp curve at the end of a long tangent that would reduce the safe travel speed by more than 10 or 15 mph would increase the accident ratio. Litchfiels asked if the FHWA wanted to go by the standards. Kappas said not necessarily to standards but to a curve with a safe travel spe of 45 - 50 MPH. Bill Gillie asked if a 10° curve was a maximum. Dumler said a 12° curve met AASHTO standards for a low (under 200 adt) volume road. Litchfield suggested moving Airport Road in as tight as possible against the glide path. Wolfe pointed out that if the road was kept against the edge of the new southerly R/W line more land would be available to share crop.

Mr. Blum said he would like to know how much additional R/W would be needed, as soon as possible.

Cont.

Mr. Litchfield asked about the mis-alignment of the Three Mile Lane connection at the Salmon River Highway with the "Loop Road" north of the highway. Nelson said the only solution would be to realign Loop Road and we do not want to do that, so the final answers is probably nothing.

Mr. Dumler asked what surfacing design the County used. Gillie said the minimum county surfacing design was 8" of 1½" rock, 2" of ¾"-0 rock and 2" of Class "B" A.C.

Mr. Dumler said that a rough estimate of the construction cost for the whole project was about double the City's estimate. Blum said the funding was 88% Federal, 6% State and 6% Local (of which $9,000 was County and the remainder was City). Phil Stearns said the City could also borrow against future monies.

Mr. Dumler said no bike path was wanted and Blum said that was right because it would start nowhere and would not go anywhere.

Mr. Wolfe asked where the airport drainage goes. Blum said the culverts adjacent to the runway slab drain west into an open ditch and then into the Yamhill River.

Mr. Dumler asked what environmental category this project was in. Eddie Welsh said it was Category III Non-major and that it did not require a public hearing.

Mr. Wolfe said Mr. Beise (FFA) had asked whom to contact in the Highway Department to request a speed up on completion of this project. Litchfield asked the relationship of the road relocation to the FAA plan. Blum said to actuate the Instrument Landing System the road first needs to be moved. He also said the City had no date in writing. Blum said the R/W needs to be acquired first. Litchfield asked how long it will take to get the project to contract. Wolfe said it would take about three weeks to finish the survey. Nelson said it would take him 2 or 3 days and 4 months downtown plus 1 month to advertise it. This adds up to an August letting or with a lot of pressure possibly a July letting and then construction could be completed this year. Litchfield said it would be OK to tell the Seattle FAA office that we would strive for a July 1979 bid letting.

Mr. Nelson said the R/W acquisition would be the holdup. Blum asked how long it would take for additional R/W appraisal. Jim Dixon said the additional R/W appraisal would take 10 days to two weeks.

Thus without any condemnation suits a late July letting is possible with construction to beguin in mid August. Dixon noted that a condemnation would make a July letting impossible. He also said the City is about three weeks away from making an offer on the Gordon house and property.

Mr. Dumler asked who was going to do the permanent signing and striping. Blum said it was a County project, so the County would. Wolfe noted that we may need to do minor widening on the Salmon River Highway. Nelson said if we are going to revise the striping on the Highway, the State could just as well stripe the entire project.

No more questions or comments were forthcoming and the meeting was adjourned at 3:35 pm.

end

cc: Mark Beise, FAA

Form E-39—3M—1-57

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Three Mile Lane Relocation

Date February 8, 1979

Highway Three Mile Lane and Airport Rd., FAU 4430

Authorization No. 2

County Yamhill

Survey Prefix 236-1961 (Assigned by Salem office)

Description of termini, route, length, etc.: Three Mile Lane from M.P. 0.36± (Airport Rd.) to M.P. 48.63 Salmon River Highway and Airport Road from M.P. 0.31 (Three Mile Lane) to M.P. 0.35 Three Mile Lane.

Typical section to be determined during survey

Purpose of survey:

Prepare plans, specifications and cost estimate for relocation of Three Mile Lane and Airport Road.

Estimate of cost:

Field	901	11,625.00
Citizen Partic.	902	100
Final Design	905	1,500
Prel. Design	907	500
Soils & Geology	910	2,500
Traffic	911	500
Liesion	913	500
Utility	914	200
Locations Studies	918	500
Proj. Mgmt.	920	75
Specifications	921	1,000
Environmental	923	400

M-4430 1
8-11-78

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$19,400
Previous authorization	12,000
Additional authorization requested	7,400
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: K. H. Wolf
Field Engineer

Recommended for Approval: Frank E. Perpin
Construction Engineer

Recommended for Approval: C. O. Richardson
Division Engineer

Approved: E S Hunter
State Highway Engineer

State Printing 241

BURGHARDT W.O.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHWEST REGION
FAA BLDG., BOEING FIELD
SEATTLE, WASHINGTON 98108

DEC 2 8 1978

Koppes

Mr. Paul E. Burket, Administrator
Aeronautics Division
Oregon Department of Transportation
3040 25th Street S. E.
Salem, OR 97310

Dear Paul:

We have just issued a grant offer to the city of McMinnville for acquisition of land in the Runway 21 clear zone at McMinnville Municipal Airport. This project is related to a project within your department to reroute Three Mile Lane and Airport Road in accordance with approach end clear zone standards for Runways 16 and 21.

We understand that the design of the highway relocation project has been delayed, and we have not determined the ultimate highway alignment and elevations in relation to ultimate airport approach standards. As you know, the approved airport layout plan identifies a requirement for 50:1 approaches for Runway 3-21 to accommodate the planned instrument landing system. The approaches for Runway 16-34 should be 20:1.

Please coordinate this matter with the appropriate design office in your department to insure that the proposed highway project will be consistent with the above airport standards.

Sincerely,

Original signed by
David A. Field

GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

RECEIVED
FEB 13 1979
RESIDENT ENGINEER

cc:
Joe Bancer
Glen Green

FAU
4439

Date 12/13/78 **PROJECT MANAGEMENT OFFICE MEMO**

Subject Jct. 3 Mile Lane & Salmon River Hwy. File No. ________

Received (call) ~~(visit)~~ from Mark Beisse FAA Seattle

Address FAA Bldg. Boeing Field Seattle, Wash. 98108

Made (call) ~~(visit)~~ to Dick Nelson's office Phone 206 767-2633

Reason for contact and general discussion: Requested copy of our plans and profile for project to determine possible conflicts with FAA ultimate plans for ILS at McMinnville Airport. Contacted Dick Nelson's office, they will advise Res. Engr. Wolfe so he can send data to FAA.

✓ Signature

File ( )	Circulate:	PMF	TGF	OPF	FAF	CCF	OM	Other	
		[✓]	[✓]	( )	( )	( )	( )	[✓ X]	Engineering, Nelson, Wolfe

M H

2.

October 20, 1978

Yamhill County Board of Commissioners
Courthouse
McMinnville, OR   97128

Attention: Wanda Catt
            County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 725

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the relocation of Three Mile Lane and Airport Road in Yamhill County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

bc: Don Harwell (agreement attached)

IN THE BOARD OF COUNTY COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of Approving)
an Agreement with the State)
of Oregon regarding Three)
Mile Lane.)

ORDER NO. 78-431

THE BOARD OF COMMISSIONERS of Yamhill County, Oregon, (the Board) on the 27th day of September , 1978, sat for the transaction of County business, in regular session, Commissioners John P. Macaulay, Colin Armstrong and Ted Lopuszynski being present.

IT APPEARING TO THE BOARD that a Preliminary Engineering and Construction-Finance Agreement has been proposed between Yamhill County and the State of Oregon, by and through its Department of Transportation, Highway Division, to construct a new section of road connecting Three Mile Lane to the Salmon River Highway at a new intersection Easterly of the existing intersection and constructing a new section of Airport Road connecting to Three Mile Lane at the Easterly Urban Area Boundary, and

IT FURTHER APPEARING TO THE BOARD that it would be in the best interests of Yamhill County to approve this Agreement.

IT IS HEREBY ORDERED BY THE BOARD that the Agreement, recorded in Volume ___________, Page ________________ of the Miscellaneous records of Yamhill County, Oregon, which by this reference is incorporated herein as if fully set forth herein, be and hereby is approved by Yamhill County and the Board of Commissioners is hereby authorized to execute the same.

DONE this 27th day of September, 1978, at McMinnville, Oregon.

ATTEST:

YAMHILL COUNTY BOARD OF COMMISSIONERS

of Oregon regarding Three) ORDER NO. 78-[illegible]
Mile Lane.)

THE BOARD OF COMMISSIONERS of Yamhill County, Oregon, (the Board) on the 27th day of September, 1978, sat for the transaction of County business, in regular session, Commissioners John P. Macaulay, Colin Armstrong and Ted Lopuszynski being present.

IT APPEARING TO THE BOARD that a Preliminary Engineering and Construction-Finance Agreement has been proposed between Yamhill County and the State of Oregon, by and through its Department of Transportation, Highway Division, to construct a new section of road connecting Three Mile Lane to the Salmon River Highway at a new intersection Easterly of the existing intersection and constructing a new section of Airport Road connecting to Three Mile Lane at the Easterly Urban Area Boundary, and

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DONE this 27th day of September, 1978, at McMinnville, Oregon.

ATTEST:

WANDA CATT
County Clerk

Patricia A. Mullen
Patricia A. Mullen
Deputy

APPROVED AS TO FORM:

By:
Robert S. Willoughby, Legal Counsel

YAMHILL COUNTY BOARD OF COMMISSIONERS

Chairman John P. Macaulay

Colin Armstrong
Commissioner Colin Armstrong

Ted Lopuszynski
Commissioner Ted Lopuszynski

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 4430(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO. 80366

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, OR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 8-11-78

FEDERAL ROUTE NUMBER FAU 4430

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Junction Three Mile Lane at Salmon River Highway Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC NTE $12,000 - F.F. $10,290

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's August 4, 1978, letter.

DATE 8-11-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

August 10, 1978

Yamhill County Board
of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Lloyd May
County Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Three Mile Lane and Airport Road Relocation Urban System project.

Financial sharing of the preliminary engineering is:

Total P.E.	$12,000.00
Federal Funds	10,290.00
Balance	$ 1,710.00
Local Share:	

50% of $1,710.00 = $855.00

Please make your check in the amount of $855.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, OR 97310.

Very truly yours,

G. W. Wimer
Local Government Manager

GEZ:pf

bc w/AD# 480: Vern Skoog - Please return completed AD#480 when check is received.
Region 2 Federal Aid Engineer

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 4, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: PROJECT DATA SUBMISSION
Item No. 80366
Project No. M-4430 (1)
Jct. Three Mile Lane @ Salmon River Hwy. Section
Yamhill County

Attached data for the subject project consist of PR-1 forms with project maps.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering including utility preparatory work and archeological salvage necessary to obtain PS&E approval at an estimated total cost of $12,000 with an obligation of $10,290 in Federal funds.

A copy of the State and District 3 Clearinghouse A-95 review letters of approval for the project were previously forwarded.

DRH:pf
Attachment

cc: C. O. Fredrickson (Region 2)
G. Zehner w/att

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-4-78

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St. @ ECL McMinnville	ADT	PRESENT 1,500	FUTURE (66) (70) 2,500	YEAR (71) (72) 98	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Gr, Dr, H.T. Pave	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 4430

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Yamhill			CO 07
	NAME OF URBAN AREA 17-31 McMinnville	ROUTE NO. U	FEDERAL-AID 4430	STATE (32) City St. (36)	U.S. (37)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Jct. Three Mile Lane @ Salmon River Hwy. Section."	0.53	12,000	10,290	855	855 (City)
5					ROW							
5					CONST (CODE) TOPICS 6201			0.53	125,000	107,210	8,895	8,895 (City)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.53	137,000	117,500	9,750	9,750 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8-4-78

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. @ ECL McMinnville 65		1,500	2,500 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	80366 (14) (18)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
, H.T. Pave 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	M- 14 23	4430 7	(1) 13	(24) (26)	27

Urban System

McMinnville

COUNTY NAME Yamhill CODE 071 (16)

ROUTE NO. U FEDERAL-AID 4430 (32) STATE City St. (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Jct. Three Mile Lane @ Salmon River Hwy. Section."	0.53	12,000	10,290	855	855 (City)	Row - 60' minimum; Access Control-None; Parking restrictions-Complete.
OW								
ONST (CODE) TOPICS 6201			0.53	125,000	107,210	8,895	8,895 (City)	
CL		PROJECT TOTALS	0.53	137,000 (16) (23)	117,500 (24) (33)	9,750	9,750 (City)	

PROVAL DATES

REMARKS

- Over -

USCOMM DUSCOMM-DC 48905-P61

Jct. Three Mile Lane @ Salmon River Hwy. Section
Project No. M-4430 (1)

Existing Facility:

Two lane bituminous surfaced roadway 21-feet in width with 6-foot shoulders each side.

Adjacent Sections:

Same as existing facility.

Project Data:

The proposed work is as follows:

1) Preliminary engineering all phases including utility preparatory work and archeological salvage.

2) Grade, drain and high type pavement on relocated alignment to provide two 12-foot lanes with 6-foot shoulders and incidental work common to this type of project. Adjustment of utilities as required.

System Action, Railroads, Water Developments, Historical and Recreational areas: None involved.

Airports:

McMinnville Municipal Airport lies to the Southeast of the project approximately 0.2 miles. However, no conflict with the operation of the airport is anticipated. The realigning of Three Mile Lane and Airport Road will meet FAA minimum standards thus reducing the accident potential.

FHPM 4-1-4 Requirements:

State and District 3 Clearinghouse A-95 review approvals dated July 18, 1978 and July 20, 1978 respectively.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on May 31, 1978.

FHPM 7-7-5 Requirements:

In conformance with Oregon Action Plan, Federal Statutes and Regulations.

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by utilites of the right-of-way of this project. A State-City agreement is being prepared to comply with paragraph 6d (1) of PPM 30-4-1.

Maintenance:

A State-City agreement is being prepared to comply with Section 116, Title 23 USC.

Note:

This project is in Congressional District No. 1.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT

PROJECT TITLE: Three Mile Lane At Salmon River Hwy Yamhill

DATE: July 18, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX XXXXXXXXXX.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

7-20-78 Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
C. O. Fredrickson
Richard Kuehn
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

[illegible]
JUN 1 [illegible]

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Aeronautics Division supports the proposals concerning the relocation of roads within the glide slope approach zone at McMinnville Municipal Airport. The improvement will further enhance the value of this vital Oregon airport.

Agency [illegible] By [illegible]
[illegible], Administrator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ____________________ Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

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( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office for the Sol. Three Mile Lane @ Salmon River Hwy., McMinnville, Yamhill County.

HISTORIC PRESERVATION OFFICE [illegible]
[illegible]
Agency [illegible] SHPO
[illegible]

David G. Talbot

(#2)

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 12, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
200 Senator Bldg.
220 High St. NE
Salem, OR 97301

FROM **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No.3
Section: Jct. Three Mile Lane @ Salmon River Hwy.
Highway: Three Mile Lane, McMinnville
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 12, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
[illegible] 13 '78
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02 12) APPLICANT [45: Department of Transportation — 46) DIVISION [79: Highway

03 12) APPLICANT ADDRESS STREET [45: O'DOT Building — 46) CITY [60: Salem — 76) ZIP [80: 97310

04 12) CONTACT PERSON [45: D. H. Moehring — 46) AREA CODE [48: 503 — 49) PHONE [55: 378 — 56) EXTENSION [59: 6563

01 12) PROJECT TITLE [71: Jct. Three Mile Lane at Salmon River Hwy.

11 12) PROJECT LOCATION—CITY: Three Mile Lane
McMinnville — PROJECT LOCATION—COUNTY: Yamhill — PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to relocate segments of Three Mile Lane and Airport Road
06 12) that are within the glide path approaching the easterly end of runway 3 of the [71
07 12) McMinnville Municipal Airport. Relocating these roads out of the glide path is [71
08 12) part of an ongoing program to improve the airport to Federal Aviation Authority [71
09 12) minimum standards. [71
10 12) [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant [19	20) (B) Other [27	28) (C) State [35	36) (D) Local [43	44) (E) FUNDS [51	52) (F) FUNDS [60
107,500		8,750	8,750		125,000

13 12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12) FEDERAL **PROGRAM TITLE** [71: Title 23 USC Highways

15 12) FEDERAL **AGENCY NAME** [45: U. S. Department of Transportation — 46) FEDERAL **SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 — No ☐ 30 — Date: June 12

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 — No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 — No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 — No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41) MONTH [42: July — 43) DAY [44: 12 — 45) YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 12, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-4430 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Junction Three Mile Lane at Salmon River Highway

Date May 9, 1978

Unit (if appl) ____

County Yamhill

City McMinnville

Highway Three Mile Lane

State Hwy. No. FAU 4430

Termini: M.P.(if appl) ____

Length 2800 feet

Region 2

Construction Estimate $125,000
Program Amount

B. Purpose of Project:

The proposed project is to relocate segments of Three Mile Lane and Airport Road that are within the glide path approaching the easterly end of runway 3 of the McMinnville Municipal Airport. Relocating these roads out of the glide path is part of an ongoing program to improve the airport to Federal Aviation Authority minimum standards.

C. Origin & History of Project:

The City's Comprehensive Plan cites realignment of existing roadways near the threshold of runway 3 so as to comply with Federal Aviation Authority minimum standards.

When FAUS funds became available for collector route in urban areas, the City in 1977 with County and City Council approval included this project in a priority list transmitted to the State 4/18/77.

D. General Description of Project:

The proposal is to construct a new section of road connecting Three Mile Lane and Airport Road to the Salmon River Highway at a new intersection easterly of the existing intersections. Grading, paving, and drainage facilities for local surface water runoff would be required.

Alignment: New ____ Existing ____ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 1500 ; Projected ADT 2500 ; Yr. 2000

Existing Level of Service ____

Proposed Facility: Projected ADT 1500 ; Yr. 1980

Projected Level of Service ____

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 2

Acres Not determined. See Section B(1) Type of Relocation Req. None ; No. ________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources are available to supply surfacing material. It is not anticipated that borrow or waste disposal sites would be required.

Type of Structure(s):

None required

Brief Description of River or Stream and Type of Involvement, if any:

None involved

Local City, County or COG priorities of project:

The project has been approved for priority construction by the City of McMinnville, Yamhill County, and the Mid-Willamette Valley Council of Governments.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Modifications to the basic proposal will be considered during the preliminary [illegible]

Other Descriptive Information or Comments:

Approximately 15 acres of land will be acquired by the City of McMinnville to expand [illegible] property at the easterly end of the runway to control land use within the runway glide path. The road relocation will be within this right of way. Due to the sparsity of population and the lack of anticipated use, bikepaths are not being proposed for this project.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the flat to slightly rolling terrace formations of the western Willamette Valley. Soils are generally the semi-consolidated sand silts and gravels of the non-marine terrace deposits that form the main planes of the Willamette Valley. These soils are considered to be prime farm land wherever drainage is adequate. Surface water runoff is to the east entering an unnamed drainageway that extends to the north into the South Yamhill River. Except for fence rows and landscaping in two farm yards, all vegetation is cereal grains and grass. Wildlife species are confined to those that have adopted to living within an extensively farmed community. No wetlands or other unique habitats have been identified.

[illegible]

[illegible] of McMinnville's Municipal Aiport occupies a large area bounded [illegible] east by Airport Road (CR #464) and the Salmon River Highway on the [illegible] East and north of the airport, the area is generally open cultivated farm land with scattered farm homes and home sites. The entire project is within the McMinnville urban growth boundary. However, the project is within [illegible] zoned for exclusive farm use.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Approximately 15 acres of farm land will be acquired by the City of McMinnville under a separate program. Approximately 3.5 acres of this land will be converted to highway use. The remainder will remain in cultivation. Obliteration of bypassed road segments could return these areas to farm use. However, this would require an agreement with Yamhill County.

2. Estimated Impact on Traffic Patterns:

No signification impacts are foreseen.

Consequences--Air Quality, Noise, Safety, etc.:

No changes in ambient noise level or air quality are foreseen as a result of road relocation. Safety would be improved as several potentially hazardous intersections would be eliminated or improved.

[illegible] Impact on Land Use:

[illegible] changes in land use are anticipated. The City of McMinnville intends to [illegible] to lease city property in this area for farm use.

[illegible]sequences:

[illegible] impact.

[illegible] Impact on Natural Ecological Resources:

[illegible] identified. No wetlands are involved.

[illegible]

[illegible] Impact on Cultural and Scenic Resources:

[illegible] cultural resource survey will be required.

[illegible]

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would not increase traffic volumes or speeds and would have no impact on ambient air quality. The low traffic volume would not require an indirect source permit or review.

b. Noise Standards

It is not anticipated that existing or projected traffic volumes would cause the ambient noise levels to exceed existing noise standards. However a noise study report will be required.

c. Water Quality Standards

Enforcement of standard specifications that are a part of all contracts will assure protection of water quality.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is included in both city and county land use and transportation plans.

Recommended Type of Action and Documentation:

---------------MAJOR ACTION-----------------   X----NON-MAJOR ACTION-----

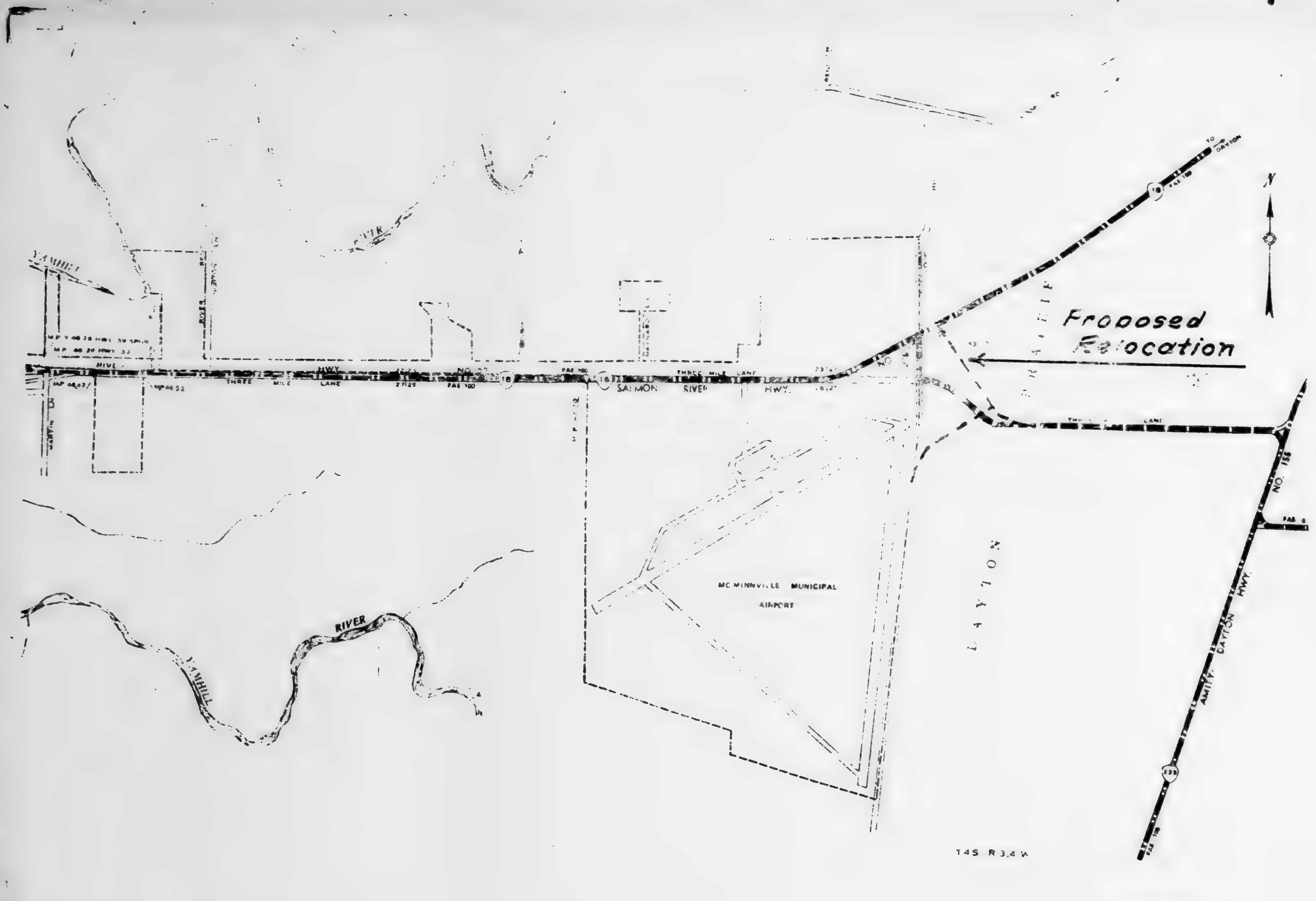
SIGNIFICANT: NON-SIGNIFICANT:

D & F FEIS   ____ D & F Neg.Dec.   X ASSESSMENT ONLY

Section 4(f)   ____ Section 4(f)   ____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Recommended Project Category: ____ 1   ____ 2   X 3   ____ 4


Proposed Relocation
N
YAMHILL RIVER
THREE MILE LANE
SALMON RIVER HWY.
NO. 39
18
PAS 100
McMINNVILLE MUNICIPAL AIRPORT
DAYTON
PRAIRIE
AMITY-DAYTON HWY.
NO. 155
PAS 6
TO DAYTON
RIVER
T4S R3,4W

McMINNVILLE

YAMHILL COUNTY, OREGON

Population 11 950

FAU

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem OR 97301

DATE: May 31, 1978

In reply refer to: HFO-.2-OR

SUBJECT: Oregon Project M-4430(-)
Project Assessment
Junction 3-Mile Lane-Salmon River Highway
Three-Mile Lane
Yamhill County

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your May 9 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action. We also concur with your traffic noise analysis.

The proposed standards, design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

P.V. Reid
G. L. Green for

cc:
ODOT (Moehring)
OSHD (Reg 2, Env.)

Environmental Section
June 2, 1978
cc: D. H. Moehring (2)
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
C. O. Fredrickson
William Fretwell
Eddie Welsh
R. E. Kuehn
Gerald Wimer
B. L. Gifford

6

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-4430 (-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Junction Three Mile Lane at Salmon River Highway

Date May 9, 1978

Unit (if appl)

County Yamhill

City McMinnville

Highway Three Mile Lane

State Hwy. No. FAU 4430

Termini: M.P.(if appl)

Length 2800 feet

Region 2

Construction Estimate $125,000
Program Amount

B. Purpose of Project:

The proposed project is to relocate segments of Three Mile Lane and Airport Road that are within the glide path approaching the easterly end of runway 3 of the McMinnville Municipal Airport. Relocating these roads out of the glide path is part of an ongoing program to improve the airport to Federal Aviation Authority minimum standards.

C. Origin & History of Project:

The City's Comprehensive Plan cites realignment of existing roadways near the threshold of runway 3 so as to comply with Federal Aviation Authority minimum standards.

When FAUS funds became available for collector route in urban areas, the City in 1977 with County and City Council approval included this project in a priority list transmitted to the State 4/18/77.

D. General Description of Project:

The proposal is to construct a new section of road connecting Three Mile Lane and Airport Road to the Salmon River Highway at a new intersection easterly of the existing intersections. Grading, paving, and drainage facilities for local surface water runoff would be required.

Alignment: New ______ Existing ______ Combined XX

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking 0

Traffic: Existing Facility: Existing ADT 1500 ; Projected ADT 2500 ; Yr. 2000

Existing Level of Service ______

Proposed Facility: Projected ADT 1500 ; Yr. 1980

Projected Level of Service ______

734-3953 (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres Not determined. See Section B(1); Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources are available to supply surfacing material. It is not anticipated that borrow or waste disposal sites would be required.

Type of Structure(s):

None required

Brief Description of River or Stream and Type of Involvement, if any:

None involved

Local City, County or COG priorities of project:

The project has been approved for priority construction by the City of McMinnville, Yamhill County, and the Mid-Willamette Valley Council of Governments.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Minor modifications to the basic proposal will be considered during the preliminary engineering study.

Other Descriptive Information or Comments:

Approximately 15 acres of land will be acquired by the City of McMinnville to expand city owned property at the easterly end of the runway to control land use within the runway glide path. The road relocation will be within this right of way. Due to the sparcity of population and the lack of anticipated use, bikepaths are not being proposed for this project.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is the flat to slightly rolling terrace formations of the western Willamette Valley. Soils are generally the semi-consolidated sand silts and gravels of the non-marine terrace deposits that form the main planes of the Willamette Valley. These soils are considered to be prime farm land wherever drainage is adequate. Surface water runoff is to the east entering an unnamed drainageway that extends to the north into the South Yamhill River. Except for fence rows and landscaping in two farm yards, all vegetation is cereal grains and grass. Wildlife species are confined to those that have adopted to living within an extensively farmed community. No wetlands or other unique habitats have been identified.

2. Cultural:

The City of McMinnville's Municipal Aiport occupies a large area bounded on the east by Airport Road (CR #464) and the Salmon River Highway on the north. East and north of the airport, the area is generally open cultivated farm land with scattered farm homes and home sites. The entire project is within the McMinnville urban growth boundary. However, the project is within an area zoned for exclusive farm use.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Approximately 15 acres of farm land will be acquired by the City of McMinnville under a separate program. Approximately 3.5 acres of this land will be converted to highway use. The remainder will remain in cultivation. Obliteration of bypassed road segments could return these areas to farm use. However, this would require an agreement with Yamhill County.

2. Estimated Impact on Traffic Patterns:

No signification impacts are foreseen.

Consequences--Air Quality, Noise, Safety, etc.:

No changes in ambient noise level or air quality are foreseen as a result of road relocation. Safety would be improved as several potentially hazardous intersections would be eliminated or improved.

3. Estimated Impact on Land Use:

No changes in land use are anticipated. The City of McMinnville intends to continue to lease city property in this area for farm use.

Consequences:

No impact.

4. Expected Impact on Natural Ecological Resources:

None identified. No wetlands are involved.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

A cultural resource survey will be required.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The proposed project would not increase traffic volumes or speeds and would have no impact on ambient air quality. The low traffic volume would not require an indirect source permit or review.

b. Noise Standards

It is not anticipated that existing or projected traffic volumes would cause the ambient noise levels to exceed existing noise standards. However a noise study report will be required.

c. Water Quality Standards

Enforcement of standard specifications that are a part of all contracts will assure protection of water quality.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is included in both city and county land use and transportation plans.

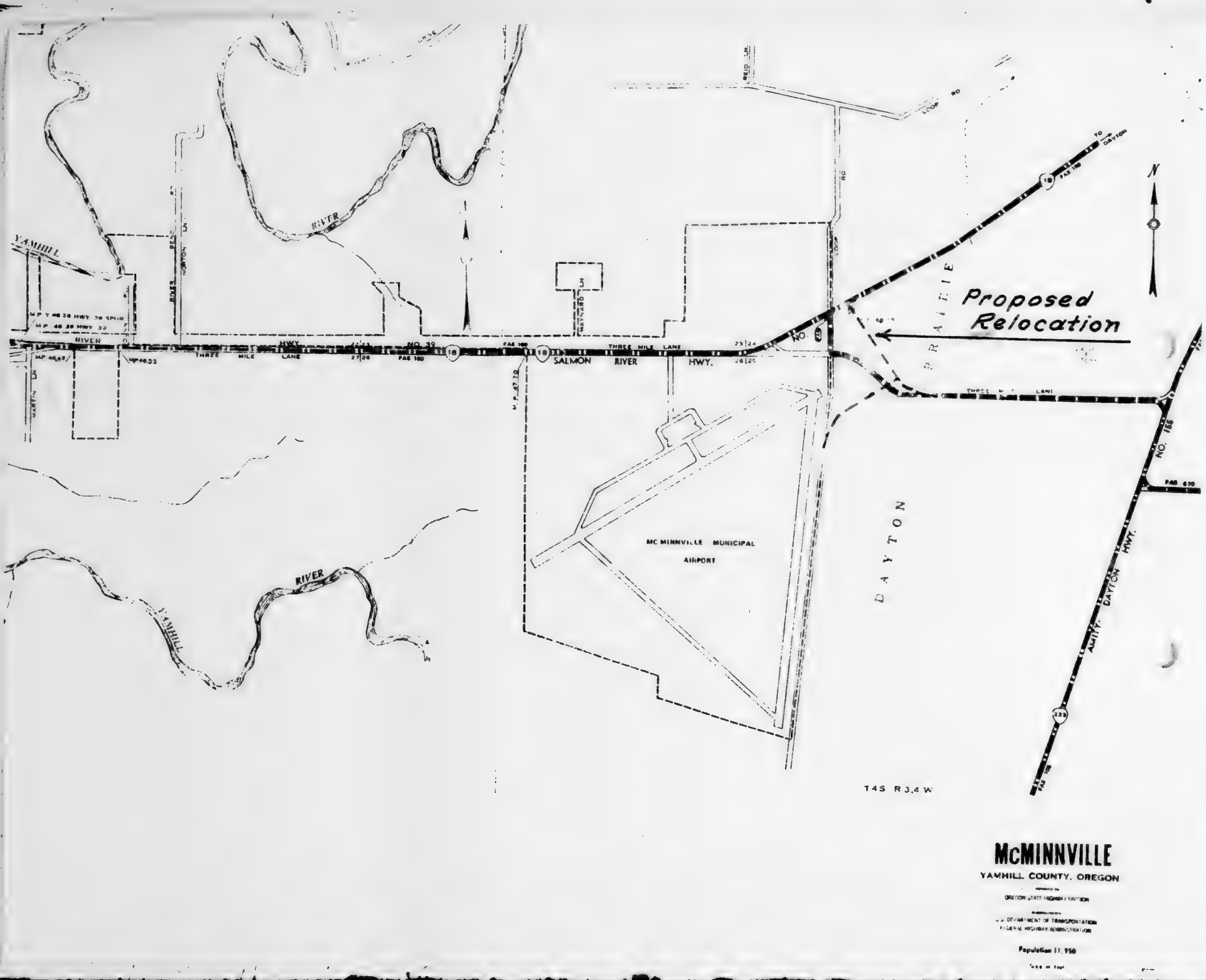
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- X----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 X 3 ____ 4


YAMHILL
RIVER
M P Y 46 20 HWY 39 SPUR
M P 46 20 HWY 39
RIVER
MP 46.42
MP 46.33
MARTIN LN
RIVER BEND RD
NORTON LN
THREE MILE LANE
HWY.
NO. 39
FAS 180
18
27|26
M.P. 47.70
SALMON RIVER HWY.
MAYNARD LN
23|24
26|25
NO. 39
REID LN
LOOP RD
TO DAYTON
PRAIRIE
Proposed Relocation
N
THREE MILE LANE
DAYTON
MCMINNVILLE MUNICIPAL AIRPORT
YAMHILL RIVER
AMITY-DAYTON HWY.
NO. 155
FAS 670
233
FAS 180
T4S R3,4W
McMINNVILLE
YAMHILL COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 11,950

7077.

May 18, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the May 30 meeting will be seven requests for approval of Urban System projects.

Eugene is requesting a $237,100 project to construct a bikeway along the Amazon Channel between Danebo Avenue and Quaker Street.

Two requests were received from McMinnville. One is for a $48,500 project to signalize the intersection of Pacific Highway West and 19th Street; the other is a $80,000 project to extend Michelbrook Lane southerly across Cozine Creek.

A $289,600 project to install traffic signals on Jackson Street at Biddle Road, Hawthorne Street and Genesee Street is the request from Medford.

Douglas County's request is for a $111,000 preliminary engineering project to prepare contract documents for future construction of undercrossing structures on oak and Washington Streets in Roseburg.

The request from Yamhill County is for a $125,000 project to relocate Three Mile Lane and Airport Road in the McMinnville Urban Area.

A $54,000 project to widen the existing Southern Pacific railroad crossing and provide a left-turn lane on Hall Boulevard at the southbound ramp of the Beaverton-Tigard Highway is being requested by the State Highway Division. This will be a FAUS-G project funded with 100 percent federal funds.

Federal Urban System funds for these projects are estimated at $801,440 with the State providing approximately $75,280 in match funds and $68,480 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Attachment

bc: R.A. Burco
F.B. Klaboe
C.W. Head
E.S. Hunter
D.H. Moehring
R.N. Bothman
V.E. Skoog
J.H. Versteeg
E.L. Hardt
C.O. Fredrickson
A. Shirley, Jr.
D.N. Harwell
George Bell

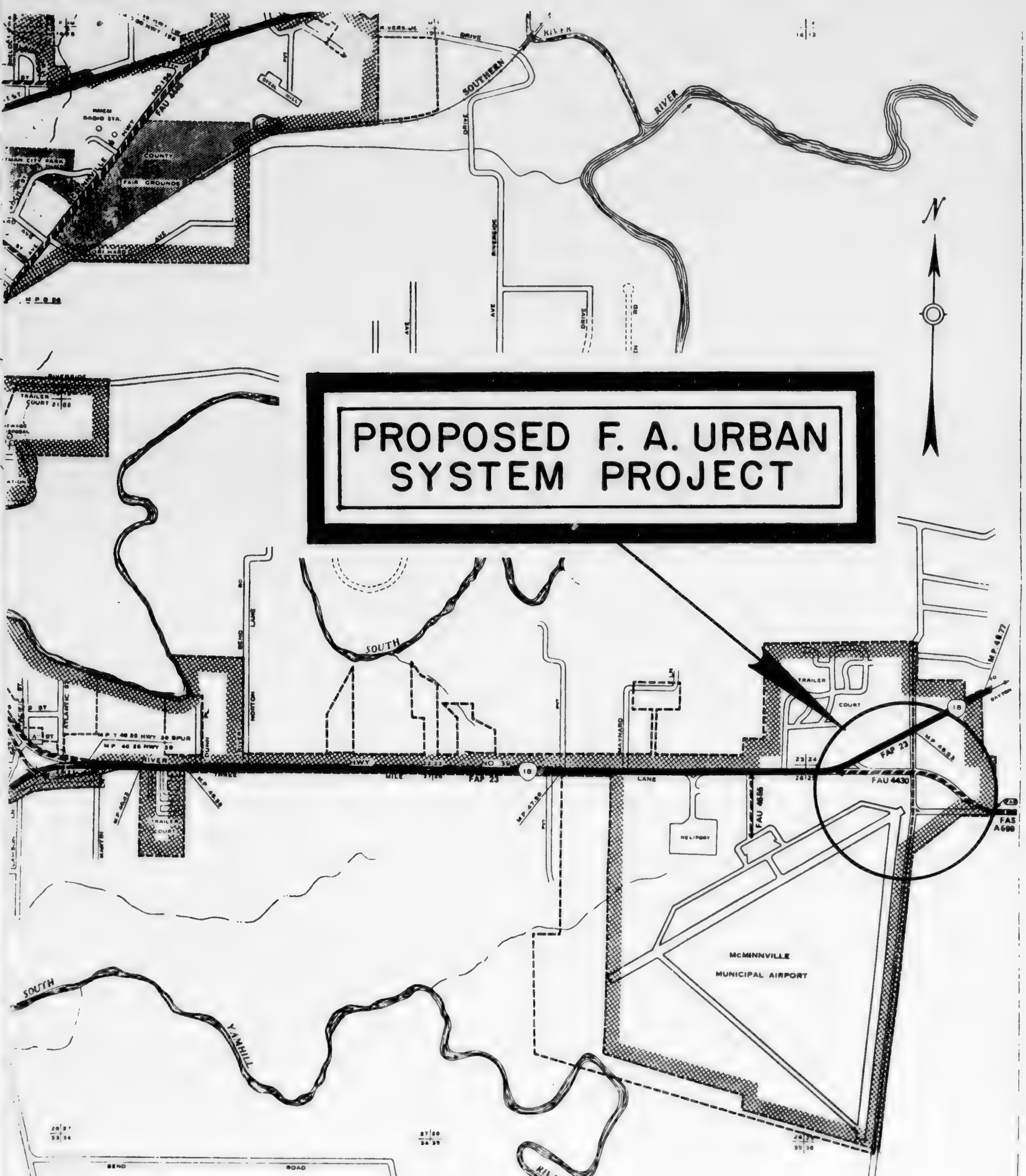
YAMHILL COUNTY
Proposed Urban System Project

Three Mile Lane (FAU 4439) and
Airport Road Relocation
Grade and Pave
0.53 miles
$125,000

This project entails all the work and costs to relocate Three Mile Lane and Airport Road. The relocated Three Mile Lane will intersect the Salmon River Highway just easterly of the existing Airport Road intersection. Airport Road will connect to Three mile Lane near the easterly boundary of the McMinnville Urban area. The proposed project will eliminate accident potential intersections and meet minimum FAA standards for separation of aircraft and vehicle traffic.

State will perform preliminary and construction engineering.

78-d
5-16-78


N
RIVER
SOUTHERN
DRIVE
RIVERSIDE
AVE
COUNTY
FAIR GROUNDS
FAU
RADIO STA.
TRAILER COURT
RIVERSIDE
SOUTH
YAMHILL
RIVER
HWY
NO 39
THREE MILE
LANE
FAP 23
FAU 4430
FAU 4656
FAS A680
18
TRAILER
COURT
NORTON
LANE
MAYNARD
HELIPORT
McMINNVILLE
MUNICIPAL AIRPORT
BEND
ROAD
DAYTON

PROPOSED F. A. URBAN SYSTEM PROJECT

McMINNVILLE

5-3-78

Copy of sketch to Bill Kappus for his review re: eligibility of using FAU funds for relocating Airport Road portion, which is not on FAU System.

5-5-78

Bill says we are stretching it but he says there is a push on to spend FAUS funds So he will approve Airport Road reconst. w/FAUS funds Z

ROUTING SLIP

Date: 4-25-78

DEPARTMENT OF TRANSPORTAT

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Computer Center (Lane Ave.)
Construction
Data Processing (Transp. Bldg.)
Employee Development
[✓ Engineering (Design)]
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA

General Files
General Services (DOT)
Information Systems (Lane Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

ub. airs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______

ATTENTION:

DON STOUDENMEYER

FROM:

ZEHNER

COMMENTS:

Please review the attached
project request and estimate
and return W/ your comments. N

[illegible]

Form 731-0022 (1/78)

SP*70504-734

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

FILE: Hold

INTER-OFFICE CORRESPONDENCE
April 21, 1978
Salem, Oregon

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Highway 18 - East Urban Boundary (McMinnville) Sec.
Three Mile Lane FAU 4430
McMinnville Urban Area

Attached are the following documents for subject project:

Project Request
Project Environmental Assessment (info copy)
Authority for Survey Returned for Reg. Engr. sign 4-25-78
Location Prospectus
Estimate of Region Costs

TOTERPIN 4-27-78 Z

The project is number three on the urban area priority list of projects. Region team reviewed the project and found no unusual problems. The environmental assessment is being submitted to the Environmental Section.

Region Office recommends approval of the project. Please process the documents through normal channels for approval.

POS/dea
Attach.

Zehner

Form F-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Three Mile Lane Relocation

Date April 13, 1978

Highway Three Mile Lane & Airport Road, FAU 4430

Authorization No. 1

County Yamhill

Survey Prefix
(Assigned by Salem office)

Description of termini, route, length, etc.:

Three Mile Lane from M.P. 0.36± (Airport Rd.) to M.P. 48.63 Salmon River Highway and Airport Road from M.P. 0.31 (Three Mile Lane) to M.P. 0.35 Three Mile Lane.

Typical section to be determined during survey.

Purpose of survey:

Prepare plans, specifications and cost estimate for relocation of Three Mile Lane and Airport Road.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Richard E. Nelson
Field Engineer

Recommended for Approval:
Asst. Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

Section ____________ Prefix ________ Auth. No. ____________

Highway ____________ Length ________ County ____________

		Authorized	Spent to	Total Required
Field Survey	*(901)			
Citizen Input	*(902)			
Consultant	(904)			
Final Design	(905)			
Bridge Design	(906)			
Preliminary Design	(907)			
R/W Descriptions	(909)			
Soils & Geology	*(910)			
Traffic	*(911)			
Landscape	(912)			
Location	*(913)			
Utility	*[illegible]			
Photogrammetry	(916)			
Location Studies	(918)			
Engr. Graphics	(919)			
Office Engineer	(920)			
Specifications	*(921)			
Environmental	*(923)			
Planning	[illegible]			
Construction Coordination	*(926)			
[illegible]	(950)			
[illegible]	*[illegible]			
[illegible]	*(985)			
TOTALS				

Field ________ Office ________

Field Survey [illegible]

LOCATION PROSPECTUS

Three Mile Lane Relocation
Three Mile Lane & Airport Road, FAU 4430
Yamhill County

April 13, 1978

HIGHWAY: Salmon River.

TERMINI: Airport Road (M.P. 0.31) to Three Mile Lane (M.P. 0.35) connection to Salmon River Highway at M.P. 48.63.

LENGTH: 2,800 feet.

NARRATIVE: The purpose of the survey is to prepare plans, specifications and cost estimate for relocating Three Mile Lane to join Highway 18 at M.P. 48.63 and Airport Road to join Three Mile Lane at M.P. 0.35.

The route is over relatively flat farming land adjoining the McMinnville Municipal Airport.

Soils investigation will be required for complete base design.

No special drainage problems exist, but, drainage ditches with necessary culverts will be required.

The Preliminary Assessment of Environmental Impact indicates some loss of farm land due to R/W acquisition but the contribution toward aircraft safety land use requirements should definitely outweigh any agricultural land use lost.

Project is congruient to the McMinnville Airport and a major purpose for this project is to accomodate needed airport expansion. Three Mile Lane is being moved further away from the runway and airport road will run parallel with the glide path.

This is an FAUS Project.

Preliminary and construction engineering to be done by the State.

CHARACTERISTICS:

1976 ADT Highway 18 (Salmon River) is 5,800-6,500 either side of the airport road connection. This project will eliminate several dangerous intersections and eliminate reverse curvature.

STANDARDS: AASHO Rural.

TYPICAL SECTION:	To be determined during survey.
ACCESS:	Should be controlled.
BRIDGE:	N/A.
SURFACING:	To be determined during field survey.
MATERIAL;	Waste area for excavated material will be required. Construction materials available locally.
ADDITIONAL FACILITIES:	New intersections at the Salmon River highway and Three Mile Lane will be required.
AGREEMENTS:	Agreement with ~~both City of McMinnville and~~ Yamhill County will be required.
PARKS:	N/A.
RIGHT OF WAY:	Being purchased separately.

Form E-39 (Rev. 9-71)

3

OREGON STATE HIGHWAY DIVISI

AUTHORITY FOR SURVEY

Section Three Mile Lane Relocation
Highway Three Mile Lane & Airport Road, FAU 4430
County Yamhill

Date April 13, 1978
Authorization No. 1
Survey Prefix 236-1961 (Assigned by Salem office)

Description of termini, route, length, etc.:

Three Mile Lane from M.P. 0.36± (Airport Rd.) to M.P. 48.63 Salmon River Highway and Airport Road from M.P. 0.31 (Three Mile Lane) to M.P. 0.35 Three Mile Lane.

Typical section to be determined during survey.

Purpose of survey:

Prepare plans, specifications and cost estimate for relocation of Three Mile Lane and Airport Road.

Estimate of cost:

Field	901	4,500
Citizen Participation	902	100
Final Design	905	1,500
R/W	909	500
Soils	910	2,500
Traffic	911	300
Liaison	913	500
Utility	914	200
Hydraulics	918	500
Specifications	921	1,000
Environmental	923	400

M-4430(1)
8-11-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 12,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Richard E. Nelson
Richard E. Nelson Field Engineer

Recommended for Approval:
Asst. Regional Engineer

Recommended for Approval: Frank E.
Location Engineer

Approved:
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~ XXXXXXXXXXXXXXX

SP*23604-734

M

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 13, 1978

Section City of McMinnville

Unit (if appl)

County Yamhill

City McMinnville

Highway Three Mile Lane

State Hwy. No. Terminates in Hwy No. 18

Termini: M.P.(if appl) 48.63 Hwy. 18

Length 2800'

Region McMinnville

Construction Estimate $125,000.00
Program Amount

B. Purpose of Project:

To improve and eliminate several dangerous intersection problems and to improve the separation of aircraft and vehicle traffic. These improvements will eliminate an intersection which has had quite a number of accidents and at the same time allow for airport expansion.

C. Origin & History of Project:

The City's Comprehensive Plan cites realignment of existing roadways near the threshold of Runway 3 so as to comply with Federal Aviation Authority minimum standards.

When FAUS funds became available for collector route in urban areas, the City in 1977 with County and City Council approval included this project in a priority list transmitted to the State 4/18/77

D. General Description of Project:

Existing Three Mile Lane with reverse curvature and Airport Road (CR 464) intersect each other just prior to juncture with State Hwy No. 18 creating several dangerous intersections as outlined on attached sketch.

This project proposes to realign subject roads to eliminate reverse curvature and reduce by 50% accident potential intersections & at same time meet minimum FAA standards for separation of aircraft & vehicle traffic as noted on sketch

Alignment: New X Existing Combined

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 12" ; Parking No

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 12" ; Parking No

Traffic: Existing Facility: Existing ADT 6550 (6/71) Projected ADT ; Yr.

Existing Level of Service A

Proposed Facility: Projected ADT ; Yr.

Projected Level of Service A

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 2
Yes, No

Acres 15 ; Type of Relocation Req. None ; No. None

Materials Source, Borrow, Waste Disposal Requirements, if any:

Only disposal of excavated material. This will be away from site by Contractor and will not affect site.

Type of Structure(s):

Typical highway cross-section with sub-base, rock base, asphaltic concrete surface, drainage ditches & culverts as required

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

City Council approved on priority list 3/22/77
Yamhill County approved on priority list 3/4/77
COG outlined on Comprehensive Plan in May 1971

FHWA and/or OSHD approvals given, if any:

Advised orally by OSHD that list of priorities including this project submitted 4/18/77 is approved for submission as FAU Federal Aid Project.

Location or Design Alternatives (identify and describe):

Request State design recommendations if more feasible and/or more economical than our proposal as delineated on attached sketch.

Other Descriptive Information or Comments:

As noted on sketch the City owns all property involved except T.L. 4424-1001 and a necessary corner of T.L. 4425-400. The City is arranging under a separate program to obtain said parcels. Thus all right-of-way will be available without being included in this FAU 4430 project application.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Project area is relatively flat farming land adjoining the McMinnville Municipal Airport.

2. Cultural:

Project area used for agricultural production only.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Will delete a portion of farm land although majority of property acquired will still be available for lease farming.

Will permit realignment and thus reduce accident potential and improve aviation safety requirements. No relocations necessary.

2. Estimated Impact on Traffic Patterns:

Will improve safety by elimination of reverse curvature and major reduction in accident intersection potential. Will have less stop signs and thus in total improving traffic patterns.

Consequences--Air Quality, Noise, Safety, etc.:

Air quality and noise may be slightly decreased due to elimination of intersections and some stop signs and reduced road curvature. Safety should be improved to a major extent for these same reasons.

3. Estimated Impact on Land Use:

Although this project will remove some agricultural land from production, the contribution toward aircraft safety land use requirements should definitely outweigh any agricultural land use lost.

Consequences:

The public should benefit with this change in land use from agricultural to aviation.

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None beyond some loss of agricultural products.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

When State designs, they must be certain to comply with FAA requirements as detailed in study by Bechtel made in June 1973. City has study and plans.

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No inconsistency - possible minor reduction due to improved driving alignment of highways.

b. Noise Standards

No inconsistency - possible minor reduction due to improved driving alignment of highways.

c. Water Quality Standards

Not involved

d. Area Land Use and Transportation Plans, and Zoning

The present area land use is agricultural surrounding an airport and will not conflict with County Zoning. Transportation plans will receive a major advancement by implementing compliance with FAA standards.

C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 _____ 3 _____ 4

Form (1)10-75

FEDERAL AID PROJECT REQUEST

Date March 13, 1978

Applicant Agency City of McMinnville/ Yamhill County

Request for: Off-System _____, FAS-C _____, FAUS X Project

Federal Aid Route No. FAU 4430 Route Name Three Mile Lane

Project Name Three Mile Lane Relocation

Project Length 2800' Project Location (Attach sketch map)

Project Description Relocation of Three Mile Lane to join State Hwy No. 18 at approximately M.P. 48.63 instead of existing juncture at approximately M.P. 48.24 together with relocation of Airport Road (CR 464) from CR 464 M.P. 0.31 to Three Mile Lane M.P. 0.35

Average Daily Traffic 6550 (6/71) Design Speed 55 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 21' Travel Lanes 2 Shoulders 12" each side

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 12" minimum

Medians No Parking No

Curbed No Length Curb Radii None

Sidewalk/Bikeway No

Remarks Drainage ditches with necessary culverts each side as required

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' & 70' & 80' Minimum 60' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes X No _____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No X

Remarks Right-of-way will be obtained separately with other funds

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stop sign for Three Mile Lane at its present juncture with State Hwy No. 18. Only signalization in area is stop signs as located on sketch.

2. **Proposed Signalization:**

Location Stop sign for Three Mile Lane at new juncture with State Hwy. No. 18 & where relocated Airport Road joins relocated Three Mile Lane
Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant except changes required in State Highway signs

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location See sketch & existing roadway data
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place? The sections of Three Mile Lane and Airport Road which are not part of relocation will be barricaded for private use only

2. **Proposed Structure:**

Location See sketch and desired roadway cross section

Approximate Size: Length 2800' Width 24' paved roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad____
   Existing Crossing Protection____

2. Will existing railroad crossing be altered?____

   Remarks____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Yamhill County Board of Commissioners Office
2.	Environmental	Yamhill County Board of Commissioners Office
3.	Public Hearing	Yamhill County Board of Commissioners Office

Remarks Since this project involves both City and County information on the above, activities may also be directed to William M. Blum, Director of Public Works, City of McMinnville.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Necessary signing and striping

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 125,000.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF McMinnville and/or Yamhill COUNTY

By J. W. Dancer, City Manager

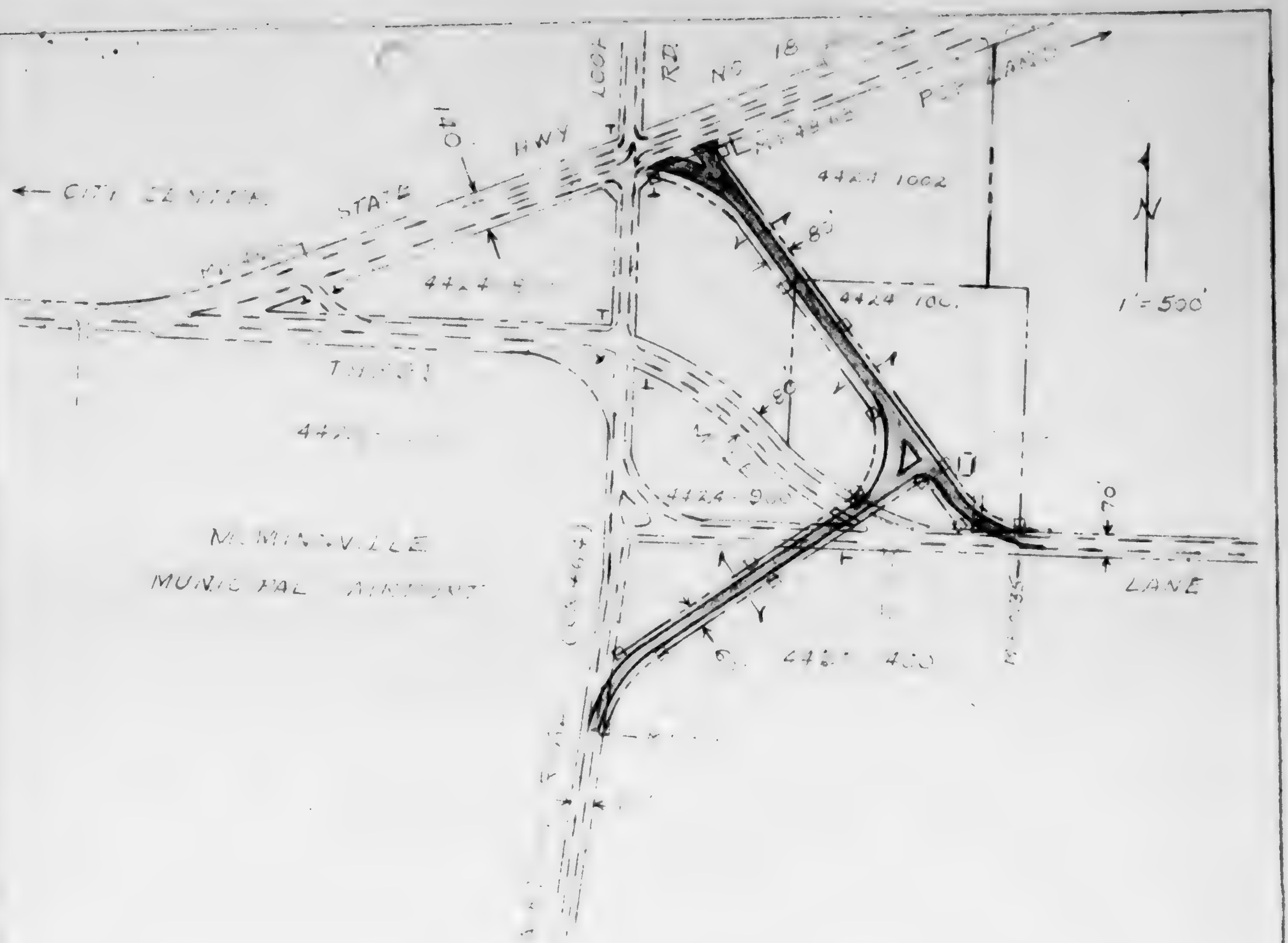
By________

By John P. Macaulay

By Colin L. Armstrong

By Ted [illegible]

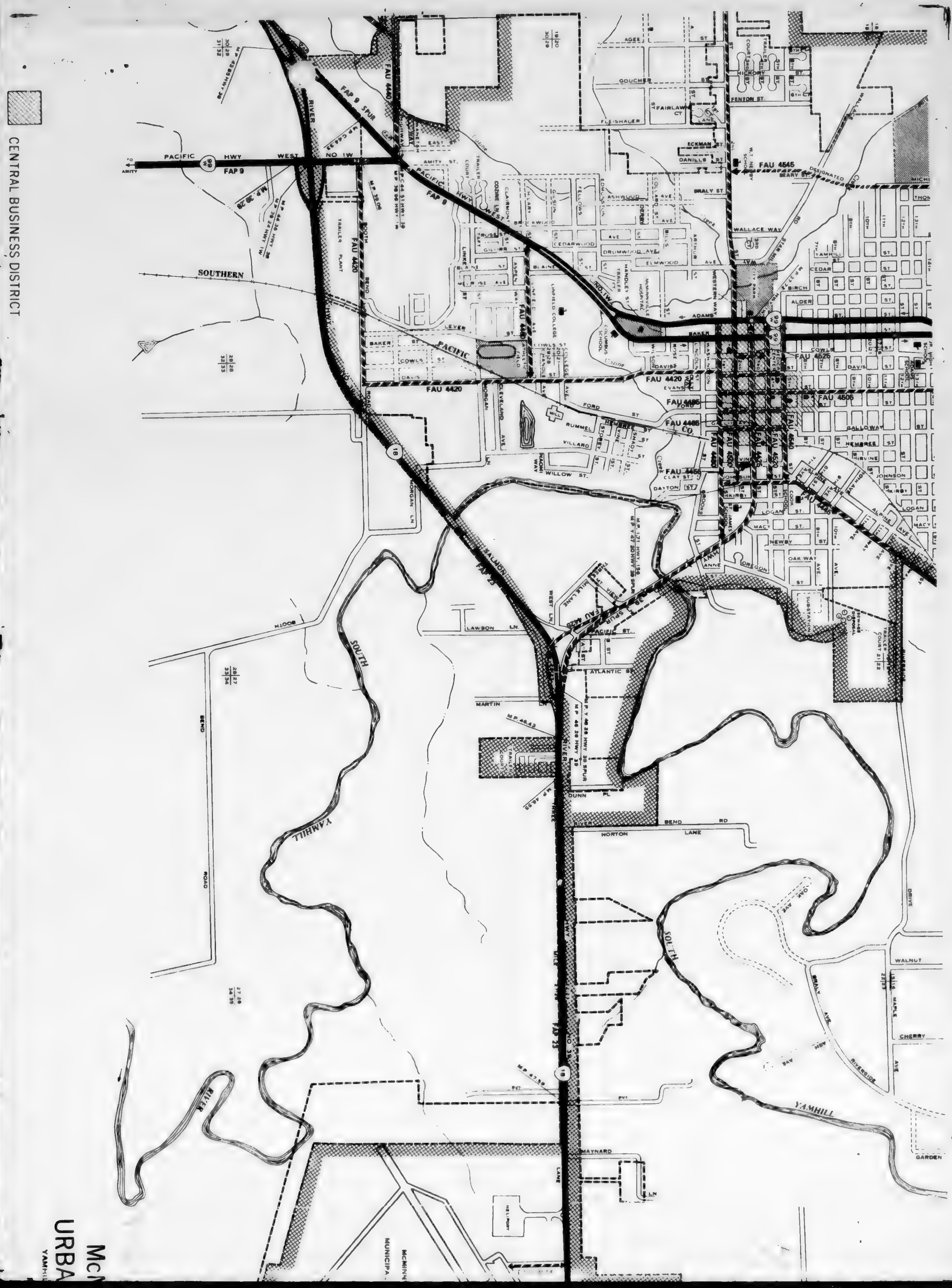
(1976)

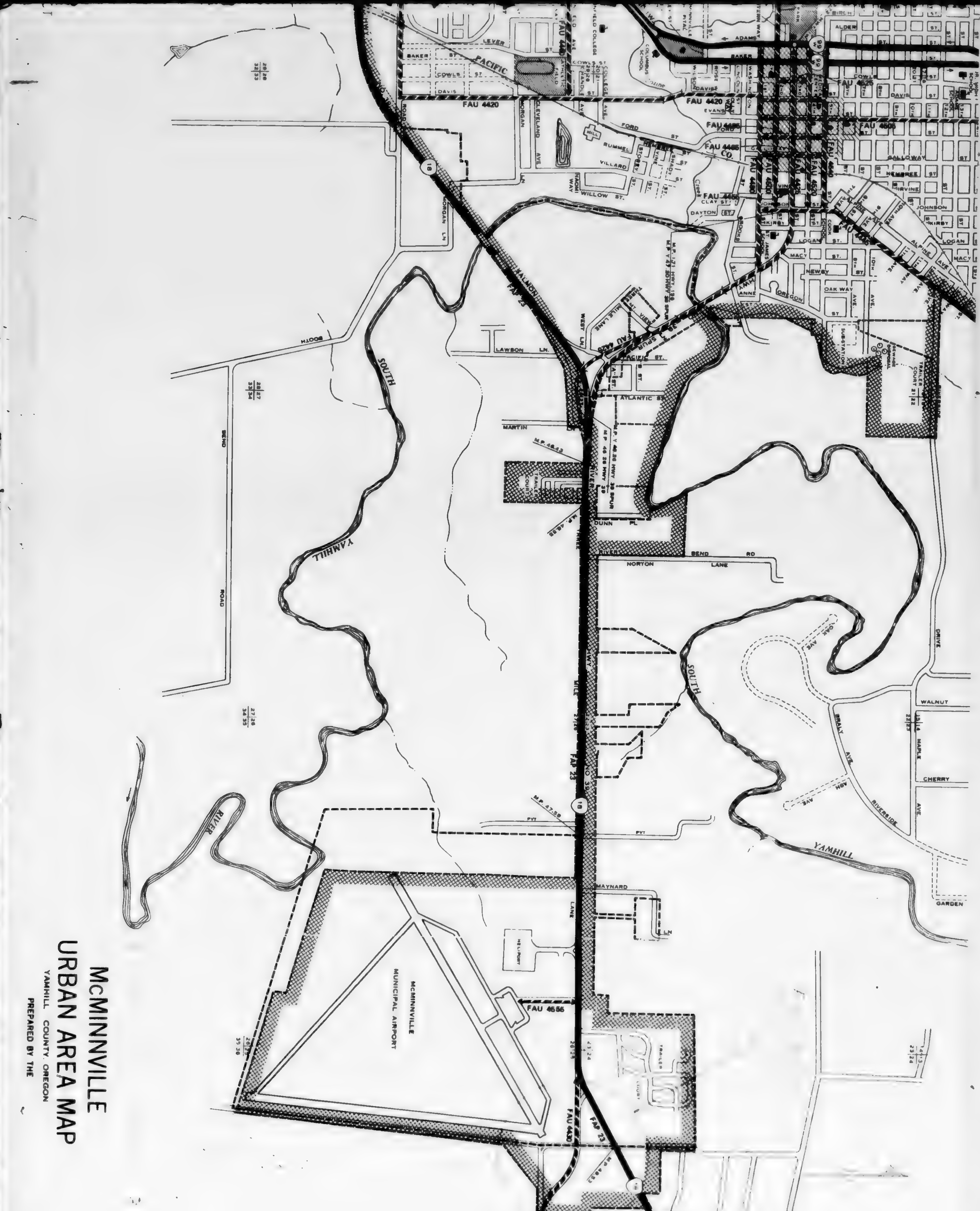

CITY CENTER
STATE HWY NO 18
LOOP RD
PORTLAND
4424 1002
4424 1001
4424 900
4424 400
80
80
60
70
N
1" = 500'
McMINNVILLE
MUNICIPAL AIRPORT
LANE

LEGEND
EXISTING IMP. --- — —
PROPOSED IMP.
EXISTING R/W & R.
PROPOSED [illegible] -⊖ ⊖
EXISTING STOP SIGN ⊢
TAX LOT NO. 4424 [illegible]

NOTES:
ALL [illegible]
TWP [illegible]
CITY [illegible]
[illegible]

THREE MILE LANE RELOCATION
[illegible]
[illegible] JTA


CENTRAL BUSINESS DISTRICT
McM
URBA
YAMHIL
PACIFIC HWY WEST NO 1W
FAP 9
FAP 9 SPUR
FAU 4440
FAU 4420
FAU 4545
FAU 4525
FAU 4505
FAU 4485
FAU 4465
FAU 4480
FAU 4500
FAU 4520
FAU 4540
FAP 23
SOUTHERN PACIFIC
RIVER
SOUTH YAMHILL RIVER
LINFIELD COLLEGE
CITY PARK
MCMINNVILLE HOSPITAL
BAKER
ADAMS
COWLS
DAVIS
EVANS
FORD
GALLOWAY
HEMBREE
IRVINE
JOHNSON
KIRBY
LOGAN
MACY
NEWBY
OAK WAY
ALPINE AVE
AGEE ST
GOUCHER
FAIRLAWN CT
FLEISHAUER
HICKORY
FENTON ST.
ECKMAN ST
DANIELS ST
BRALY ST
WALLACE WAY
ASHWOOD AVE
CEDARWOOD AVE
DRUMWOOD AVE
ELMWOOD AVE
BIRCH
ALDER
CEDAR
YAMHILL
RUMMEL
VILLARD
WILLOW ST.
NAOMI WAY
MORGAN LN
LAWSON LN.
ATLANTIC ST
PACIFIC ST.
MARTIN
DUNN PL
BEND RD
NORTON LANE
MAYNARD
HELIPORT
MUNICIPAL
WALNUT
MAPLE
CHERRY
RIVERSIDE
GARDEN
BOOTH BEND ROAD
TRAILER PLANT
AMITY


McMINNVILLE MUNICIPAL AIRPORT
HELIPORT
SOUTH YAMHILL RIVER
FAP 23
FAU 4420
FAU 4655
FAU 4430
FAS A690
NORTON LANE
RIVER BEND RD
MAYNARD LANE
LAWSON LN.
BOOTH BEND ROAD
PACIFIC ST.
ATLANTIC ST.
WALNUT
MAPLE
CHERRY
RIVERSIDE AVE
GARDEN
DUNN PL
MARTIN
M.P. 48.77

McMINNVILLE URBAN AREA MAP

YAMHILL COUNTY, OREGON

PREPARED BY THE

[illegible] 7

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

Yamhill Co.

APPLICANT: Oregon Highway Division

PROJECT TITLE: Dist. #3,FY'77 Annual Program Projects (#70329, 70424, 70422, 70328, and 70327)

DATE: November 3, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 480

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9-29-76
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
STATE SOIL AND WATER
CONSERVATION COMMISSION

PNRS STATE REVIEW

Project #: 7610 2 400 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

District 3, FY77 Annual Program Projects for Review

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Yamhill SWCD recommends that: all roadside ditches and cut banks be constructed with slopes suitable for aseeding with adapted plant materials to prevent soil erosion, and suitable for maintenance by mowing or flailing; that constuction sites be protected from erosion and sedimentation until plant materials are established and that excess or side-cast soil material be kept out of flood prone areas and protected by seeding to adapted species. Where road projects adjion cropland, provisi should be made to protect any existing underground drains.

Agency Soil & Water By Charles V. Liles

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT 12 1976
OCT 21 1976

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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☐ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Anthony J George J.

PMW

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Earl G. Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

LOCAL GOVERNMENT
RELATIONS DIV
OCT 25 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will require a Division of State Lands' fill permit. At that time, agency policy and stipulations will be developed.

Agency Fish & Wildlife By William E. Pitney

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 12 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

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( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Duane Hopp for John Gustafson

(#2) #097

Item: 70422, 70424, 70327, 70328, 70329

2.

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: District 3,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
Region Engineer: C. O. Fredrickson
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Inf. Inves. R.D. D/R Sign Att. File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: District 3, FY 77 Annual Program Projects for Review

11 12] PROJECT LOCATION—CITY: See Attachment — PROJECT LOCATION—COUNTY: Attach. — PROJECT LOCATION [79 SEC: T: R: Attach.

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Please refer to the attached information covering proposed construction projects [71

07 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 12] September 30, 1977. Item 70422, 70424, 70327, 70328, 70329. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
629,500	-	51,250	51,250	-	732,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October — 43] DAY [44: 25 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☑ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

DISTRICT 3

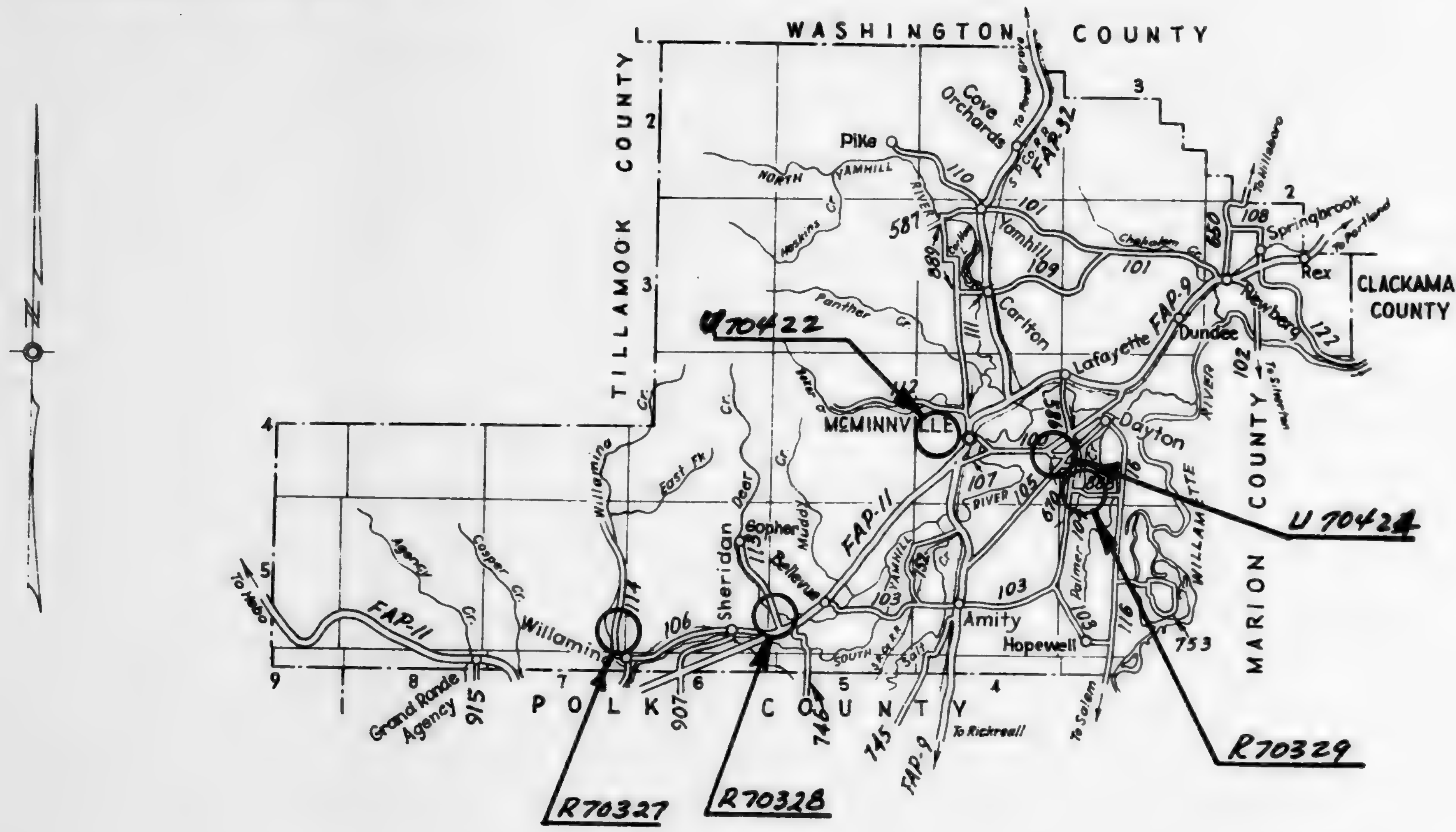
YAMHILL COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. Jan. 1964

"LEGEND"

═ F.A. Primary Highway
═ F.A.S. Highway on State Primary Highway
═ F.A.S. Highway on State Secondary Highway
═ F.A.S. Highway on County Road


N
WASHINGTON COUNTY
TILLAMOOK COUNTY
POLK COUNTY
MARION COUNTY
CLACKAMAS COUNTY
Pike
Cove Orchards
FAP-32
To Forest Grove
To Hillsboro
Springbrook
To Portland
Rex
Newberg
Dundee
Yamhill
Carlton
Lafayette
FAP-9
McMINNVILLE
Dayton
Amity
Hopewell
Sheridan
Gopher
Bellevue
Willamina
Grand Ronde Agency
FAP-11
To Hebo
To Rickreall
To Salem
To Silverton
NORTH YAMHILL RIVER
SOUTH YAMHILL RIVER
WILLAMETTE RIVER
Haskins Cr.
Panther Cr.
Chehalem Cr.
East Fk.
Deer Cr.
Muddy Cr.
Salt Cr.
Agency Cr.
Cooper Cr.
Willamina Cr.
110
101
587
889
109
111
112
650
108
122
102
107
105
100
985
670
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116
753
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132
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114
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907
915
746
745
U 70422
U 70424
R70327
R70328
R70329

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

70424

Proposed Applicant: City of McMinnville

Type of Federal Funds: FAU

Street or Road: Three-Mile Lane & Airport Road F.A. Route No. FAU [illegible]

Section: Re-route Three-Mile Lane from Hwy 18 MP 48.63 to Three-Mile Lane MP 0.35 and CR 464 from CR 464 MP 0.31 to Three-Mile Lane MP 0.35 Length: 2,300 L.F.

Type of Work Involved:

	Yes	No
Grading	X	
Paving	X	
Structures		X
Signals		X
Illumination		X
Railroad Protection		X
Right-of-Way	X	
Preliminary Engineering	X	
Other:		

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	X		$ 4,000.
Right-of-Way	X		$ 6,000.
Construction		X	$ 100,000.

Remarks: This project to be handled by Yamhill County.

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] 1976
☐ [illegible] ☐ [illegible] ☐ UE ☐ AE ■ UC
☐ UPE ☒ CT ☐ RE ☐ RPE ☐

By William M Blum
William M. Blum
Title Director of Public Works
Date 6-9-76

RU:sch
5/17/76

OREGON STATE HIGHWAY DIVISION FILE: 36-1305
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 19, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Memo to the File

SUBJECT: Interdisciplinary Team 1
Meeting
3 Mile Lane Section
Salmon River Highway

The following met Tuesday, February 18:

Victor Wolfe	Location Engineer
J. B. Boyd	Right-of-way Engineer
Adrian Olson	Preliminary Design Engineer
George Wills	Location Field Engineer
*George Ramjoue'	Environmental Project Coordinator
*Gerald Wimer	Region Construction Engineer

*Substituting for their supervisors.

The meeting was intended to review the proposed typical section and the interchange plan. The following arrangments were made:

Typical Section for right-of-way is to be studied on two separate basis easterly of the interchange Frontage Road limits. Likely, that break will be at Riverbend Road. The alternates for right-of-way purposes were both to be 84-foot width between shoulders. One was to be curbed. The other to be uncurbed. The plans will be refined sufficiently to come-up with a monetary estimate including right-of-way damages. Any current construction will tentatively be limited to a widened two lanes.

Interchange designed for these McMinnville Interchange will be reviewed by Adrian Olson. His early analysis would be appreciated. Tentatively, the field has in mind, two laning the existing structure and carrying Frontage Roads on both sides easterly to Riverbend Road. This is to eliminate all accesses within the limits of the eastbound acceleration lane. Possibly, the northerly Frontage Road should be behind the businesses involved. Both alternates should be studied in the field. The main line typical section should include a 10-foot shoulder.

Survey Authorization is to be issued by Victor Wolfe's office taking cognizance of the last two listed items.

The above decisions on direction were reached only after thorough review of the access or lack of access on the adjoining sections. Both have been designed for freeways but with temporary access allowed on the section to the east. Therefore, it was concluded that at grade access should be allowed on this section. This is particularly true taking into account the City limits of McMinnville extends for the full length of this project and the adjacent properties are commencing to build-up. The study map used in the discussion is returned to Resident Engineer, Loren Weber with his copy of this memorandum.

GWW/elk
Attach.
cc: Victor Wolfe
J. B. Boyd
Adrian Olson ✓
George Ramjoue'
Jim Chaney
Loren Weber

✓
att.

1980 Deer Creek Sec. of Gopher 9098
Valley Rd. (Grading, paving &
structure)

CHA 5868

11-15-76

PE is state expense

CC 1988

536- 2511

AD 578

*1,750

PE.

536· 1955

[illegible] [illegible]) [illegible] — [illegible]

3-13-86

7092

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

HIGHWAY DIVISION INVOICE

INVOICE NUMBER	140894
DATE	1/15/85
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 3707
CODE	YAMHILR

-
- YAMHILL COUNTY ROAD DEPT
- 2060 LAYFAYETTE AVE
- MCMINNVILLE OR 97128

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			4,988.94
536-1084	296	00	000		4,988.94
536-1084	297	00	000		(4,988.94)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: SALMON RIVER HWY. DEER CREEK SECTION RS-A696(1) PER ATTACHED ITEMIZED STATEMENT.	
COUNTY'S SHARE OF COSTS	39,638.94
LESS: COUNTY'S AD'S	(34,650.00)
BALANCE DUE FROM COUNTY	4,988.94

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES

OR JANE HENSLEY PH: 378-5035 PREPARER OF INVOICE

FOLD

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10/30/84

COUNTY: YAMHILL AGREEMENT NO: 5868 PROJECT NO: RS-A696(1)

CONTRACT NO: 9098 SECTION: Deer Cr. Sec. (Gopher Valley Rd.)

PRELIMINARY ENGINEERING (PREFIX NO. 536-1955):

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 21,099.43	$ 52.32
Consultant Fee	510.66	
Final Design	5,617.10	
Legal Descriptions	1,355.37	
Region Geology	2,111.01	
Traffic Section	118.04	
R/W Liaison	136.66	
Region Utility Liaison	156.41	
Location	2,047.31	
Program Section	89.90	
Specification ($500 No Cost to County)	1,418.63	
Administrative Services	83.09	4.53
Environmental	795.69	
Structural Foundation	2,821.98	
Bridge Design (No Cost to County)	9,147.26	
Training	191.88	
PARTICIPATING P.E. COST (100% STATE COST)	$ 47,700.42	$ 56.85

RIGHT-OF-WAY (PREFIX NO. 536-2511):

	PARTICIPATING	NON PARTICIPATING
Net Cost of Land Purchased	$ 12,050.00	$ 4,750.00
Severance & Consequential Damages	3,900.00	50.00
Appraisals, Witness Fee	2,780.20	
Grants to Local Governments for 50% of their Cost	187.88	61.13
Title Cost & Recording Fees	279.77	
Taxes	18.30	
Negotiation Expenses	2,850.95	
Relocation Computation	83.30	
Sales of Land & Timber	28.14	
Inspection of Replacement Housing	4.16	
Payment to Local Government	20.78	
Program Section	28.71	
R/W Office Expense	406.17	
TOTAL R/W COST	$ 22,638.36	$ 4,861.13

CONSTRUCTION (PREFIX NO. 536-1084):

	PARTICIPATING	NON PARTICIPATING
Work Performed by Contractor	$484,361.42	$
Work Performed by State	7,545.63	
Engineering Cost	63,263.25	786.15
Program Section	165.92	
Material Lab	71.02	
Technical Services	219.02	
Construction Branch	861.00	
Accounting	107.01	
TOTAL CONSTRUCTION COST	$556,594.27	$ 786.15

SUMMARY

Participating R/W Cost	$ 22,638.36
Participating Const. Cost	556,594.27
TOTAL PARTICIPATING COST	$579,232.63

FEDERAL FUNDS

R/W (88.15%)	$ 19,955.71	
Const. (88.15%)	490,637.85	(510,593.56)
SUBTOTAL		$ 68,639.07
Less 1/2 State Share		(34,319.54)
Less 1/2 Nonparticipating Const. Engr.		(393.08)
Plus Nonparticipating County Cost		5,704.13
Less County Advance Deposits		
R/W AD #578	$ 1,750	
Cont. AD #733	32,900	(34,650.00)
BALANCE DUE FROM COUNTY		$ 4,980.58

MKS:pf

536-1084 536-1955
536-2511

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATEE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OR 97310

PAID BY
#1750
#32,900 P.E. Cost.
(For use of Paying Office)

STATE
OREGON

VOUCHER PERIOD
FROM 9-28-77
TO 10-25-82 Post

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
RS-A696 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
ROW	$ 27,499.49	$ 22,638.36	.8815	$ 19,955.71	$ 19,955.71	$0.00
PE	47,757.27	47,700.42	.8580	40,926.96	40,926.96	0.00
CONS	557,380.42	556,594.27	.8815	490,637.85	490,637.85	0.00
	$632,637.18	$626,933.05	0	$551,520.52	$551,520.52	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
8-21-84

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	DEAR CREEK SECTION FASA 696 (GOPHER VALLEY RD.) YAMHILL COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$ 47,189.76	
	TYPE CODE Y070					
	ARCHEOLOGICAL SALVAGE (PE)	ALL REQUIRED			510.66	
	TYPE CODE ROWA					
	RIGHT OF WAY	ALL REQUIRED			15,950.00	
	ACQUISITION EXPENSE					
	STATE	ALL REQUIRED			6,688.36	
	CONSTRUCTION TYPE CODE 6201 ROADWAY (STA. 12+54.85 TO STA. 31+70) (STA. 33+20 TO STA. 40+00)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			341,567.82	
SFO	#1 PERMANENT PAVEMENT STRIPING (STATE)	ALL REQUIRED			534.51	
SFO	#2 INSTALL ADDITIONAL CULVERT (YAMHILL COUNTY)	ALL REQUIRED			6,449.67	
SFO	#3 REPAIR WATER LINE (YAMHILL COUNTY)	ALL REQUIRED			561.45	
	TOTAL PARTICIPATING CONSTRUCTION TYPE CODE 6201				$349,113.45	
	TYPE CODE X080 STRUCTURE, BR. #11826A (STA. 31+70 TO STA. 39+00)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$142,793.60	
	TOTAL PARTICIPATING CONSTRUCTION				$491,907.05	
	CONSTRUCTION ENGINEERING					
	STATE	ALL REQUIRED			$ 64,687.22	
	TOTAL PARTICIPATING PROJECT COST				$626,933.05	
	NON PARTICIPATING ITEMS					
	RIGHT OF WAY	ALL REQUIRED			$ 4,800.00	
	ACQUISITION EXPENSE	ALL REQUIRED			61.13	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			786.15	
	PRELIMINARY ENGINEERING (STATE)	ALL REQUIRED			56.85	
	TOTAL NON PARTICIPATING PROJECT COST				$ 5,704.13	
	TOTAL PROJECT COST				$632,637.18	
	AMOUNT CARRIED FORWARD					

PARTICIPATING COST ARE FOR RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL PROJECT, AND ALL COST HAVE BEEN PREVIOUSLY CERTIFIED BY THE RIGHT OF WAY ENGINEER.

PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE 8-9-84 FEDERAL BILLING.

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TUALATIN R(FERNHILL)BRIDGE     CONT NO       FA PROJ NOS BRS A677002 100                                       STATE
                                534   2543     296      00 N 9                          24.19CR       338.29CR
                                534   2543     298      00 N 9                          24.19         338.29
                                534   2543     430      00 P 1                                         12.73
                                534   2543     915      00 P 1                                        179.80
                                534   2543     920      00 P 1                                         19.03
                                534   2543     930      00 P 1                                        211.30
                                               TOT      P1                                            422.86
                                            ** JOB TOTALS **             **             **            422.96   **

SALMON RIVER HWY-DEER CREEK    CONT NO     * FA PROJ NOS RS   A656001 100                                      STATE
                                536   2511     296      00 N 9                       4,187.13      19,955.71CR
                                536   2511     298      00 N 9                       4,187.13CR    19,955.71
                                536   2511     401      00 P 1                       4,750.00CR    12,050.00
                                536   2511     401      00 N 1                       4,750.00       4,750.00
                                536   2511     405      00 P 1                                      3,900.00
                                536   2511     405      00 N 1                                         50.00
                                536   2511     407      00 P 1                                      2,780.20
                                536   2511     409      00 P 1                                        187.88
                                536   2511     409      00 N 1                                         61.13
                                536   2511     412      00 P 1                                        279.77
                                536   2511     413      00 P 1                                         18.30


ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    SEPTEMBER 1984        PAGE 1107
                                                                                 FISCAL         GRAND TOTAL
        DESCRIPTION                PREFIX FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE       TO DATE
                                536   2511     414      00 P 1                                      2,850.95
                                536   2511     415      00 P 1                                         83.30
                                536   2511     419      00 P 1                                         28.14
                                536   2511     421      00 P 1                                          4.16
                                536   2511     903      00 P 1                                         20.78
                                536   2511     920      00 P 1                                         28.71
                                536   2511     930      00 P 1                                        406.17
                                               TOT      P1                           4,750.00CR    22,638.36
                                               TOT      N1                           4,750.00       4,861.13
                                            ** JOB TOTALS **             **             **         27,499.49   **

WILLIMANIA CREEK BR-FORT HILL CONT NO       FA PROJ NOS RS  A563001 100                                        STATE
                                536   2519     296      00 N 9        118.28CR       302.50CR       3,998.48CR
                                536   2519     298      00 N 9        118.28         302.50         3,998.48
                                536   2519     407      00 P 1         18.00          86.69         1,710.05
                                536   2519     412      00 P 1                        16.65           265.34
                                536   2519     414      00 P 1                                      1,670.60
                                536   2519     430      00 P 1                       121.23           433.81
                                536   2519     920      00 P 1         15.14          15.14            30.24
                                536   2519     930      00 P 1         14.20         133.58           133.58
                                536   2519     950      00 P 1                                        339.71
                                               TOT      P1             47.34         373.29         4,583.33
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                            SEPTEMBER 1984       PAGE  386

                                                                        FISCAL           GRAND TOTAL     ACTIVE YRS
      DESCRIPTION                   PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE       TO DATE        BEG    END
                                 534   1097     944     00 P 1                                         1,592.32      83     84
                                 534   1097     945     00 P 1                                           137.59      83     84
                                 534   1097     948     00 P 1                                         1,709.55      84     84
                                 534   1097     950     00 P 1                                         1,819.84      83     84
                                                TOT        P1          206.87         27,810.22      300,740.39
                                                TOT        N1                              1.38          913.74
                                             ** JOB TOTALS **          206.87  **     27,811.60  **  301,654.13  **

  DEER CREEK                  CONT NO 9098 * FA PROJ NOS RS  A696001 100                                        STATE
                                 536   1084     201     00 P 1                                       484,361.42      80     81
                                 536   1084     208     00 N 1                                            17.15CR    81     81
                                 536   1084     220     02 P 1                                         6,449.67      81     82
                                 536   1084     220     03 P 1                                           561.45      81     81
                                 536   1084     270     01 P 1                                           534.51      80     81
                                 536   1084     296     00 N 9                          278.30CR     516,937.85CR    80     84
                                 536   1084     297     00 N 9                                        26,300.00      81     81
                                 536   1084     298     00 N 9                          278.30       490,637.85      80     84
                                 536   1084     900     00 P 1                                        63,263.25      80     84
                                 536   1084     900     00 N 1                                           786.15      80     81
                                 536   1084     920     00 P 1                                           165.92      80     82
                                 536   1084     928     00 N 1                                            17.15      81     81
                                 536   1084     940     00 P 1                                            71.02      81     81
                                 536   1084     944     00 P 1                                           219.02      81     81
                                 536   1084     945     00 P 1                                           861.00      81     82
                                 536   1084     948     00 P 1                                           107.01      81     84
                                                TOT        P1                                        556,594.27
                                                TOT        N1                                            786.15
                                             ** JOB TOTALS **                  **                 **  557,380.42  **

                              CONT NO         FA PROJ NOS                                                       STATE
                                 601   1002     296     00                                            20,500.00CR    84     84
                                 601   1002     299     00                                            20,500.00      84     84
                                                TOT     00
                                             ** JOB TOTALS **                  **                 **              **

  REYNOLDS-BAKER-WEAT-ONTAR   CONT NO 9429 * FA PROJ NOS I   3406002 100                                        STATE
                                 601   1011     201     00 P 1                                        40,667.00      82     83
                                 601   1011     203     00 P 1                                         6,760.00CR    82     83
                                 601   1011     203     00 N 1                                         6,760.00      83     83
                                 601   1011     270     00 P 1                                           189.71      83     83
                                 601   1011     296     00 N 9                                        36,850.44CR    82     84
                                 601   1011     298     00 N 9                                        36,850.44      82     84
                                 601   1011     900     00 P 1                                         4,940.02      82     83
                                 601   1011     920     00 P 1                                            76.43      82     82
                                 601   1011     940     00 P 1                                            49.06      82     83
                                 601   1011     944     00 P 1                                           603.21      82     83
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              SEPTEMBER 1984       PAGE  927

                                                                              FISCAL         GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE     TO DATE
                             534   1970     980      00 P 2                                      815.79
                                            TOT         P1                                    64,807.99
                                            TOT         P2                                    45,404.61
                                            TOT         N1                                       804.67
                                            TOT         N2                                       586.66
                                         ** JOB TOTALS **        **              **          111,603.93  **

                                                                                                      STATE
  SPRAY - WATERMAN FLAT      CONT NO        FA PROJ NOS RS  B550001 100
                             535   1964     296      00 N 9                                        9.59CR
                             535   1964     298      00 N 9                                        9.59
                             535   1964     918      00 P 1                                       10.88
                                            TOT         P1                                        10.88
                                         ** JOB TOTALS **        **              **               10.88  **

                                                                                                      STATE
  SALMON RIV HWY-DEER CK     CONT NO 0000 * FA PROJ NOS RS  A696001 100
                             536   1955     296      00 N 9                                   40,926.96CR
                             536   1955     298      00 N 9                                   40,926.96
                             536   1955     901      00 P 1                                   21,099.43
                             536   1955     901      00 N 1                                       52.32
                             536   1955     904      00 P 1                                      510.66
                             536   1955     905      00 P 1                                    5,617.10
                             536   1955     906      00 P 1                                    9,069.66
                             536   1955     909      00 P 1                                    1,355.37
                             536   1955     910      00 P 1                                    2,111.01
                             536   1955     911      00 P 1                                      118.04
                             536   1955     913      00 P 1                                      136.66
                             536   1955     914      00 P 1                                      156.41
                             536   1955     918      00 P 1                                    2,047.31
                             536   1955     920      00 P 1                                       89.90
                             536   1955     921      00 P 1  ← *500 FREE [illegible]           1,418.63
                             536   1955     922      00 P 1                                       83.09
                             536   1955     922      00 N 1                                        4.53
                             536   1955     923      00 P 1                                      795.69
                             536   1955     926      00 P 1                                    2,821.98
                             536   1955     927      00 P 1                                       77.60
                             536   1955     950      00 P 1                                      191.8[illegible]
                                            TOT         P1                                    47,700.4[illegible]
                                            TOT         N1                                        56.85
                                         ** JOB TOTALS **        **              **           47,757.27  **

                                                                                                      STATE
  HILLCREST RD-TINDLE CK RD  CONT NO        FA PROJ NOS RS  A695001 100
                             536   1956     296      00 N 9                                   32,640.17CR
                             536   1956     298      00 N 9                                   32,640.17
                             536   1956     901      00 P 1                                   32,859.42
                             536   1956     901      00 N 1                                      483.58
                             536   1956     910      00 P 1                                    3,391.21
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B02 075 BILLING NUMBER 14

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

10/11/84

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
524-1953	1*	RS -A590-001	31,128.70	35,604.06	35,301.31	88.18	31,128.70	31,128.70		
224-2526	1*	RS -A590-002	27,700.50	31,424.28	31,424.28	88.15	27,700.50	27,700.50		
524-1068	1*	RS -A590-003	368,516.58	418,929.60	417,914.02	88.18	368,516.58	368,516.58		
524-1037	1*	RS -A599-001	509,907.79	578,797.10	578,257.87	88.18	509,907.79	509,907.79		
524-1991	1*	RS -A599-002	10,611.74	11,566.04	12,038.27	88.15	10,611.74	10,611.74		
524-1091	1	RS -A599-003	273,568.00	264,587.98	264,587.98	88.15	233,234.30	233,234.30		
524-1909	1	RS -A599-004	44,515.00	16,947.56	16,947.56	88.15	14,939.27	14,431.32		507.95
503-1904	1*	RS -A619-001	19,940.22	22,145.29	22,613.09	88.18	19,940.22	19,940.22		
503-1043	1	RS -A619-002	347,961.00	481,027.35	406,261.69	88.15	358,119.68	347,961.00	10,158.68 B	
>503-1043	8	RS -A619-002	1,000.00	1,485.00		88.15				
		PROJ TOTALS	348,961.00	482,512.35	406,261.69		358,119.68	347,961.00	10,158.68	
526-1042	1*	RS -A662-001	426,009.82	482,067.25	483,113.88	88.18	426,009.82	426,009.82		
526-1954	1*	RS -A662-001	28,556.81	31,346.95	33,294.64	85.77	28,556.81	28,556.81		
		PROJ TOTALS	454,566.63	513,414.20	516,408.52		454,566.63	454,566.63		
526-1956	1*	RS -A662-002	45,445.28	48,969.33	51,536.95	88.18	45,445.28	45,445.28		
534-1970	2*	RS -A685-001	38,943.53	45,991.27	45,404.61	85.77	38,943.53	38,943.53		
534-2530	1	RS -A685-002	159,110.00	124,052.72	123,938.64	88.15	109,251.91	109,251.91		
534-1061	1	RS -A685-003	720,588.00	766,232.86	753,679.05	88.18	664,594.19	664,059.29		534.90
534-1970	1*	RS -A686-001	55,585.81	65,612.66	64,807.99	85.77	55,585.81	55,585.81		
536-1956	1	RS -A695-001	51,480.00	38,652.11	38,042.16	85.80	32,640.17	32,640.17		
536-1084	1*	RS -A696-001	490,637.85	557,380.42	556,594.27	88.15	490,637.85	490,637.85		
536-1955	1*	RS -A696-001	40,926.96	47,757.27	47,700.42	85.80	40,926.96	40,926.96		
536-2511	1*	RS -A696-001	19,955.71	27,499.49	22,638.36	88.15	19,955.71	19,955.71		
		PROJ TOTALS	551,520.52	632,637.18	626,933.05		551,520.52	551,520.52		
529-1993	1	RS -A713-001	55,974.00	697.35	697.35	88.15	614.71	535.59		79.12
529-1006	1*	RS -A727-002	437,164.37	496,[illegible] 47	495,932.35	88.15	437,164.37	437,164.37		
504-1037	1*	RS -A736-001	26,037.26	30,[illegible] 81	29,527.40	88.18	26,037.26	26,037.26		
504-1948	1*	RS -A737-001	22,825.61	25,964.25	25,885.25	88.18	[illegible]2,825.61	22,825.61		

STATE OF OREGON INTEROFFICE MEMO

TO: Memo to File DATE: April 13, 1984

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. RS-A696(1)
Deer Creek Section
Gopher Valley County Road
Yamhill County

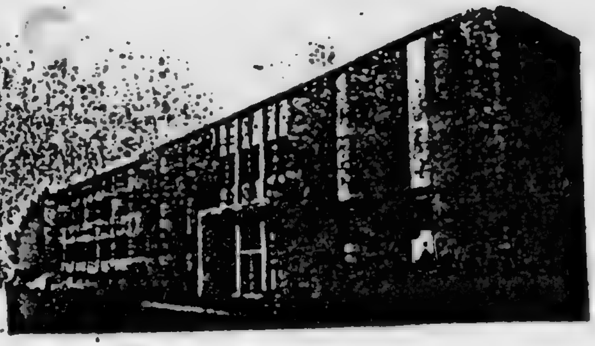
In memo of November 2, 1982, FHWA approved the disposal of a portion of file 50363 with credit due federal funds from its disposition.

The enclosed copy of a memo dated March 21, 1984 from Yamhill County to Mr. Phil Stearns indicates the adjoining property was subsequently sold and the current owner is not interested in acquiring the excess property. The county therefore, intends to retain the parcel and utilize the area for possible stockpile/ditch cleaning disposal site.

CL/cm

cc: Dale E. Wilken (FHWA)
J. Dixon
Gen. File

YAMHILL COUNTY
Oregon



COUNTY ROADMASTER
Lloyd H. May

March 21, 1984

Phil Stearns
Federal Aid Specialist
Department of Transportation
2960 E. State Street
Salem, Oregon 97310

Re: Gopher Valley Road, FAS A696, right-of-way File #50363

Dear Phil;

Pursuant to our recent conversation on the subject project please be advised that Yamhill County has been unable to interest the adjoining property owner in purchasing this excess property. The major problem stems from the fact that the property owner at the time of the new bridge/road construction project has sold to a party who does not wish to purchase this property.

This department therefore proposes to retain this property and utilize it for a possible stockpile/ditch cleaning disposal site.

Sincerely,

William A. Gille

William A. Gille, P.E.
County Engineer

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Right-of-Way Project RS-A696(1)
Deer Creek Section
Gopher Valley County Road
(J. W. Dixon's 10-19-82 ltr - file 50363)

Date: November 2, 1982

From: Division Administrator

Reply to Attn of: HRW.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

As requested in Property Supervisor Dixon's letter, we approve the necessary right-of-way line revision and the disposal of file 50363 as shown on sheet 10 of the construction plans.

Our approval is subject to those provisions outlined in Mr. Dixon's letter and is made with the understanding that Federal funds will be credited at the appropriate pro-rata based on a properly reviewed appraisal or the proceeds from a public sale.

Original Signed By
JOHN D. WICHMAN
Division Right of Way
Officer

Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (J. Dixon, R/W)

ADMINISTRATION
RECEIVED
NOV - 3 1982
ADM CA LS
CE OS

REC'D FOR FILING
NOV 4 1982

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
378-6502

In Reply Refer to
File No

October 19, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: James W. Dixon
Property Supervisor

SUBJECT: File 50363
Deer Creek Section
Gopher Valley County Road
Yamhill County
Project - County RS - A 696(1)
Construction Project RS - A 696(1)

Yamhill County is proposing to sell a parcel of land located along Gopher Valley Road, a little over a mile north of the Salmon River Highway. The County Commissioners have declared this property surplus and have asked for our approval to sell, we have no objections.

This property is shown on the attached sketch and on sheet 10 of the Construction plans of this project.

Federal approval is required for disposal of this excess property. Credit is due Federal funds.

We request your approval for Yamhill County to proceed on selling this parcel.

JWD:vll
Attachment
cc: H. S. Coulter
E. S. Hunter
Dave Moehring

Form 734-3122

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 10-139		County Yamhill
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-A696(1)
MODIFICATION NUMBER 2	11/2/81	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 604,969.00	$ 614,520.00
Federal funds	$ 532,522.00	$ 540,941.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter
State Highway Engineer
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilkin

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 19, 1981

Federal Aid Project
No. RS-A696(1)

Deer Creek Section
FAS 696 (Gopher Valley Road)
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 32,000.00

Type Code Y070
Archeological Salvage

Archeological Salvage	All Required	$ 510.00

Type Code R/W
Right of Way

Acquisition of Right of Way	All Required	$ 24,000.00

Type Code 6201
Roadway (Sta. 12+54.85 to Sta. 31+70)(Sta. 33+20 to Sta. 40+00)

Subtotal of previous estimate of March 28, 1980	$342,950.00

Previous Estimate

Flagman	80 Hr.	25.00	$ 2,000.00
			$ 2,000.00

Revised Estimate

Flagmen	366 Hr.	25.00	$ 9,150.00
			$ 9,150.00
		INCREASE	$ 7,150.00
		SUBTOTAL	350,100.00
		Engineering	48,699.00
		TOTAL	$398,799.00

Type Code X080
Structure, Br. #11826A (Sta. 31+70 to Sta. 39+00)

Total the same as previous estimate of March 28, 1981 $159,211.00

Length of Roadway ------------- 0.495 mi.
Length of Structure ----------- 0.025 mi.
TOTAL LENGTH 0.520 mi.

Cost of Roadway Per Mile ------$805,654.54

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engineering	(85.77)	$ 32,000.00	$ 27,450.00	$ 4,550.00	$ -----
Archeological Salvage	(88.15)	510.00	449.00	61.00	-----
Right of Way	(88.15)	24,000.00	21,156.00	1,422.00	1,422.00
Roadway	(88.15)	398,799.00	351,541.00	23,629.00	23,629.00
Structures	(88.15)	159,211.00	140,345.00	9,433.00	9,433.00
TOTAL		$614,520.00	$540,941.00	$39,095.00	$34,484.00

Group 1	100%
Contract No.	
Prefix:	536-1955
Prefix:	536-2511
Prefix:	536-1084

98

State

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-187	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Yamhill
MODIFICATION NUMBER 1	4-14-80	Project Number RS-A696(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 19, 1978, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,000	$ 604,969
Federal funds	$ 27,450	$ 532,522
Other revisions		

This modification is made for the following reasons: adding ROW acquisitions phase and construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of April, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~By~~ H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

6-File

Oregon State Highway Division
Salem, Oregon, March 28, 1980

Federal Aid Project
No. RS-A696 (1)

Deer Creek Section
FAS A696 (Gopher Valley Rd.)
Yamhill County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$32,000.00

Type Code Y070

Archeological Salvage	All Required	510.00

Type Code R/W
Right of way

Acquisition of Right of way	All Required	$24,000.00
		$24,000.00

Type Code 6201
Roadway (Sta. 12+54.85 to Sta. 31+70) (Sta. 33+20 to Sta. 40+00)

Mobilization	All	Required	(64%)	$ 30,720.00
Temporary Protection and Direction of Traffic	All	Required	(64%)	1,600.00
Temporary Signs	207	Sq.Ft.	8.00	1,656.00
Temporary Barricades	11	Each	100.00	1,100.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	438	Lin.Ft.	8.00	3,504.00
Temporary Plastic Safey Markers	5	Each	100.00	500.00
Temporary Reflective Pavement Markers	38	Each	5.00	190.00
Temporary Delineators	60	Each	15.00	900.00
Flagmen	80	Hour	25.00	2,000.00
Clearing and Grubbing	All	Required		25,000.00
Removal of Structures and Obstructions	All	Required		5,000.00
Ditch Excavation	765	Cu.Yd.	6.00	4,590.00
Borrow Excavation	9,800	Cu.Yd.	4.00	39,200.00
General Excavation	12,370	Cu.Yd.	3.50	43,295.00
Toe Trench Excavation	460	Cu.Yd.	8.00	3,680.00
Finishing Roaded and Slopes	All	Required		1,000.00
Watering	340	M-Gal	20.00	6,800.00
Emulisified Asphalt in Watering	350	Gal	5.00	1,750.00
Course Aggregate Base	5,600	Ton	5.00	28,000.00

3/4"-0 Aggregate Base	1,380	Ton	$ 6.00	$ 8,280.00
Lime Treated Subgrade	10,750	Sq.Yd.	2.50	26,875.00
Lime for Treated Subgrade	120	Ton	90.00	10,800.00
Class "B" Asphalt Concrete	2,400	Ton	27.50	66,000.00
18-inch Culvert Pipe	104	Lin.Ft.	20.00	2,080.00
Guard Rail, Type 1	25	Lin.Ft.	14.00	350.00
Guard Rail, Type 2A	300	Lin.Ft.	16.00	4,800.00
Guard Rail, Type 3	100	Lin.Ft.	29.00	2,900.00
Guard Rail Anchors, Type 1	3	Each	350.00	1,050.00
Rail End Pieces, Type A	2	Each	30.00	60.00
Rail End Pieces, Type C	4	Each	160.00	640.00
Type 2 Fence	400	Lin.Ft.	4.00	1,600.00
Extra for Asphalt Approaches	2	Each	150.00	300.00
Loose Riprap, Class 100	810	Cu.Yd.	14.00	11,340.00
Delineators	40	Each	21.00	840.00
Roadside Seeding and Mulching	3	Acre	1,000.00	3,000.00
				$341,400.00

Anticipated Items

Permanent Pavement Striping	All Required	550.00
Temporary Erosion Control	All Required	1,000.00
		$ 1,550.00
	Subtotal	$342,950.00
	Engineering	46,298.00
	Total	$389,248.00

Type Code X080
Structure, Br. #11826A (Sta. 31+70 to Sta. 39+00)

Mobilization	All	Required	(36%)		$ 17,280.00
Temporary Protection and Direction of Traffic	All	Required	(36%)		900.00
Shoring, Cribbing, Etc.	All	Required			500.00
Structure Excavation	155	Cu.Yd.		14.00	2,170.00
Special Wall Backfill	145	Cu.Yd.		20.00	2,900.00
Furnish HP 10x42 Steel Piling	742	Lin.Ft.		13.00	9,646.00
Drive Steel Piles	21	Each		300.00	6,300.00
Splice Steel Piles	5	Each		100.00	500.00
Structural Concrete, Class 3300 (122 cu.yd.)	All	Required			20,000.00

4'x65'/70' Prestressed Slabs	18	Each	$3,200.00	$ 57,600.00
Reinforcement (14,500 lbs.)	All	Required		7,750.00
Metal Rail with Tubing	263	Lin.Ft.	56.00	14,728.00
		Subtotal		$140,274.00
		Engineering		18,937.00
		Total		$159,211.00

Length of Roadway - - - - - - - - - - - -	0.495 mi.
Length of Structure - - - - - - - - - - -	0.025 mi.
Total Length	0.520 mi.
Cost of Roadway Per Mile - - - - - - - -	$786,359.60

SUMMARY OF FUNDS

Description	Pro Rata	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	(85.77%)	$ 32,000	$ 27,450	$ 4,550	$ ---
Archeological Salvage	(88.15%)	510	449	61	---
Right of Way	(88.15%)	24,000	21,156	1,422	1,422
Roadway	(88.15%)	389,248	343,122	23,063	23,063
Structure	(88.15%)	159,211	140,345	9,433	9,433
Total		$604,969	$532,522	$38,529	$33,918

Group 1	100%
Contract No.	9098
Prefix:	536-1955
Prefix:	356-2511
Prefix:	536-1084

-TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 4-154	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-11-[illegible]	te Oregon County Yamhill Project No. RS-A696(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. SR 18, N. 1.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-28-77	1.3
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS pro-rata 85.8%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$32,000	$27,450

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, April 12, 1978

Federal Aid Project
No. RS-A696(1)

Salmon River Hwy.-Deer Creek Section
County Road in Yamhill County

Project Agreement Estimate

Type Code P.E.		
Preliminary Engineering	All Required	$32,000.00
	TOTAL	$32,000.00

Length of Project - - - - - - - - - - - 1.3 miles.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 32,000.00	$ 27,450.00	$ 4,550.00	$ ---
Retain in Program				
R/W	5,000.00	4,290.00	355.00	355.00
Gr. P, Str., (contract)	220,000.00	188,760.00	15,620.00	15,620.00
TOTAL	$257,000.00	$220,500.00	$20,525.00	$15,975.00

Group 1 100%
Prefix 536-1955 P.E.

[illegible]

L.

May 29, 1981

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S. W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9098

Gentlemen:

On April 6, 1981, we wrote to you concerning release of final payment on Contract No. 9098 awarded to Siuslaw Construction Co., Inc. for work on the Deer Creek Section of FAS A696 (Gopher Valley Road) in Yamhill County.

The total contract amount is $484,361.42 including $3,220.59 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: Siuslaw Construction Co., Inc.
224 N. E. 18th
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
J.C. Compton Co. No. 9008	Big Cr., Rock Cr., Gnat Cr. & Westport-Clatskanie Clatsop & Columbia Counties	March 13, 1981
R. A. Hatch Co. No. 9058	Ironside-Brogan Hill Malheur County	March 18, 1981
S.D. Spencer & Son No. 8654	N. Oakland Intchge.-Sutherlin Intchge. Douglas County	March 18, 1981
C.G. Gredvig, Inc. No. 9217	Leroy St.-S.P. X'ing. (Molalla) Clackamas County	March 19, 1981
Wildish Medford Construction Co. No. 9029	Four Corners-White City & Brownsboro-N. Fork Little Butte Creek Jackson County	March 19, 1981
Douglas S. Coats, Inc. No. 9095	Prairie Creek Culvert Wallowa County	March 20, 1981
Fabricators, Inc. No. 9056	Bunker Hill-Davis Slough & Coquille-Glen Aiken Creek Coos County	March 20, 1981
Western Bridge, Inc. No. 9145	Amazon Cr. (Acorn Park) Br. Lane County	March 25, 1981
Siuslaw Construction Co., Inc. No. 9098	Deer Creek Section Yamhill County	March 30, 1981
Douglas S. Coats No. 8990	Rattlesnake Cr., Field Cr. & McClellan Cr. Bridges Grant County	April 1, 1981
C.C. Meisel Co., Inc. No. 9013	Pac. Hwy. W. Intchge.-Dayton Jct. & Dayton Jct.-Lafayette Yamhill County	April 1, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Cherry City Electric, Inc. No. 9153	Pac. Hwy. East @ "D" St. (Hubbard) Marion County	April 2, 1981
Weaver Construction Co. No. 9148	Birch Cr. (Sparks) Bridge Umatilla County	April 3, 1981
Hamilton Electric, Inc. No. 9132	Pac. Hwy. E. @ SPTC U'Xing (Oregon City) Clackamas County	April 7, 1981
Hamilton Electric, Inc. No. 8879	Rogue Valley Hwy. @ Pine St. (Central Point) Jackson County	April 9, 1981
John Thomas Construction No. 9118	Valley of the Rogue State Park Jackson County	April 9, 1981

April 9, 1981 Keasey
C. T. Keasey
Asst. State Highway Engineer

FAS A696

Warren E. Mueller
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

February 23, 1981

Deer Creek Section
FAS A696
Yamhill County

Your narrative report has been reviewed by this office and your comments concerning the 2:1 slope near the building, borrow material, and AR grades of asphalt have been noted.

The "seemingly unresolvable problem" with the water lines was of special interest. This problem was discussed considerably during the design phase of the project for we were aware that the location of the existing water lines was uncertain. It was also uncertain as to where the property owners would want the new lines located. Thus, the decision to handle the water line adjustment as an "Extra Work" item.

FE:ab
cc: C. O. Fredrickson

FAS A696

DEER CREEK - GOPHER VALLEY R
HWY. FAS A696 YAMHILL COUNTY
CONTRACT 9098 PREFIX 536-1084
JOB NARRATIVE

The project started March 19, 1980 with the clearing of the bridge site. The contractor had just purchased a used crawler crane and rented a Vulcan 06 hammer operated with a 625cfm air compressor. HP 10-42 pilings were driven to the underlying rock strata with no problems.

Bent #2 lies at about a 60 degree angle to the creek with three piles in the creek. The contract called for 18" concrete pile encasement. The contractor suggested he use 18" steel pipe for the form in the creek and leave them in place. He welded a steel plate across the bottom of the pipe into which he cut out an "H" which centered the pipe at the bottom. By driving the casing down into the bottom of the creek he was able to seal the pipe and pump out the water. This casing was left in place as added protection against debris floating down the creek.

The Bridge plans were designed so that at extreme high water the pile bents would be in line with the flood flow across a field upstream from the bridge, while the creek bed crossed under the bridge at about 60 degrees. This put three piles in the creek and two on the bank. Debris coming down stream could hook into the piles and cause problems for the county maintenance crews. I was not successful in changing the angle of the bent. Rip-rap was placed on the upstream side of the fill slope and across the end bents of the bridge to protect it from erosion.

Some difficulty was experienced by the contractor and my people in construction of the center bent (#2) as pile layout was shown as centered on the chord line on one sheet and on the roadway ✓ centerline on the other.

REFERRED TO
Beard Stoudenmeyer
Cole Mann
✓ Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson DOC
2 Christ
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Another item that caused us a problem was that the rail posts attached to the bridge precast beams are normal to the super of the roadway while the posts on the wingwalls are plumb. The angle at the bridge ends also caused the tube rail fabricator a problem as they did not turn out as he had planned they would and were sent back for correction.

The borrow area was shown with a 2:1 slope with the slope breaking 15' from the R/W line. About 10' from the R/W line was a private garage and a home about 25' from the Slope line. The property owner complained to the county about the steep slope proposed behind his house and garage. I met with the county and property owner and was able to change the slope from a 2:1 to a 4:1 slope by extending the borrow area in the R/W.

The borrow material started out as a very dense clay material and compacted well into the fill area. At about halfway into the borrow area we encountered large boulders and shale which the contractor was able to rip up with his dozer. (The boulders and rocks would catch in the slats of the self loading scraper and either break off or bend the slats or damage the chain). With all the large rock in the fill we were unable to lime treat the subgrade. A price agreement was made to change from lime treated subgrade to in place cement treated base. The cement treated base was completed just before several days of rain which gave us very good results, since treatment operation was well executed.

Problems developedwith AR grades of asphalt were checked with the rock to be used. It was determined that an anti-strip additive would not be required. An experienced crew gave a good paving product.

Our seemingly unresolvable problem occured with plan Note #9 (adjusting water lines). The plan showed a potable water line in several locations with culvert across the old county road and crossing under the new construction. On July 14 the contractor hit a hose bib on the water line, breaking it. It was replaced with a pipe plug. Since the plans called for water line work as Extra Work, I procured an Extra Work Order. On July 17 the contractor started water line work attempting to locate the line shown on the plan as crossing the new construction at about STA 26. The plans showed an 8" tile under the existing roadway and pipe from there across to behind the new R/W line on the north side of the road. We dug very carefully in several locations but were unable to find the water line crossing. We did know that a crossing was in existence at about 28+25 as that was the location which had the hose connection. We then traced the line across the new fill to the point where it turned to go to the barn on the north side. Having found no pipe to the west of this point we assumed that this might be the connection we were to install.

We proposed to bury a 4" PVC pipe and place a 1¼" plastic sched. 40 pipe for the new line. We proposed to go west on the north side, cross under the new grade and hook up to the line to the home on the hill to the west, hooking up to the existing line at the point near STA 28+25. We continued to dig for the new line on July 18 and had placed the 4" PVC across the grade at STA 28+25.

On the evening of July 18 I received a call from Lloyd May, County Road Superindendant. Gurr's water line had broken and he was making a temporary hookup. He had water back in the line by 9:30 PM. Mr. Gurr called me Saturday, July 19 about 5 PM and discussed the project and the water line. He indicated that part of the R/W deal included a new connection at STA 28+25 because the line loss would give him too little water pressure. Also the line had too many elbows to suit him. On Monday July 21 I changed direction of the contractor and made a new crossing at STA 26 and abandoned the line east of that point. The water line was hooked up Wednesday, July 23.

At this point assumed that all was complete But No!! On Saturday, July 26 at 10:30 PM Mr. Gurr called and said he had no water and other uncomplimentary things. I told him I would be out to see what could be done early Sunday morning. I then called Lloyd May of Yamhill County and we agreed to meet at 7 AM. We found that the female connection to the existing steel line had cracked, probably from overtightening. Since it was Sunday and all the stores were closed Mr. May called the manager of the McMinnville Farmers Coop whom we picked up and took to the Coop for purchase of fittings.

We purchased a Dressler fitting which was installed in the line. We had the water on by about 10:30 AM. Then about 5:30 PM Mr. Garr called again. The line had broken again and "why the *!#! don't I get my #!* out there and fix the line." So I drove to the project and found that the coupling had pulled apart. I reconnected the line (after digging and bailing out the ditch), wired it in place and with a steel fence post anchored the joint to prevent future problems.

I called my inspector and told him of our problems the next morning. The crew looked at the joint at about 7:00 AM and saw that it had a slow leak. The contractor turned off the water without warning the two families involved. Both were very irate about being left stranded in the shower and at the breakfast table with no water.

No further problems arose until Friday, October 31, when we were placing guard posts to mark the location of the water line valve boxes. Naturally we put one of the posts through the line but were able to replace the cut portion of the line and have water back by 12 noon. I do hope this ends our problems. Otherwise I feel we did get a good job.

signed

Res Engr

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: Deer Creek
HIGHWAY: FAS A696 (Gopher Valley Road)
COUNTY: Yamhill

CONTRACT #: 9098
PREFIX #: 536 - 1084
F.A.P. #: RS - A0696001

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$481,674.00	$ 439,828.68	- 9 %
Anticipated Items	1,550.00	526.12	- 66
Contingencies	21,745.00	47,827.14	+ 120
Engineering	43,490.16	57,000.00	+ 31
Total	$548,459.24	545,181.96	- 0.6 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
009	Flagmen	80 hr.	366 hr.	+ 358 %
	Construction staging required more traffic control than originally anticipated.			
019	Course Aggregate Base	5600 ton	6458 ton	+ 15 %
	Aggregate base increased from 8 in. to 9 in. thickness to facilitate cement treated base.			
020	3/4" - 0 Aggregate Base	1380 ton	0	- 100 %
021	Lime Treated Subgrade	10750 sq. yd.	0	- 100 %
022	Lime For Treated Subgrade	120 ton	0	- 100 %
	Items 020, 021, 022, deleted because of a large percentage of rocks in subgrade making it impossible to till in the lime.			
045	Metal Rail w/Tubing	263 lin. ft.	335.8 lin. ft.	+ 27 %
P.A. # 1	Cement Treated Base Cement For Base		$44,551.65	Replaces Lime Treatment

Warren E. Mueller
WARREN E. MUELLER
RESIDENT ENGINEER

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION DEER CREEK SECTION		WEEK ENDING 1/17/81
		SECTION PREFIX 536-1084
HIGHWAY CO. RD (GOPHER VALLEY RD)		COUNTY YAMHILL
NAME OF JOB DEER CREEK SECTION	KIND OF WORK GRADING, PAVING, STRUCTURE	
CONTRACTOR SIUSLAW CONSTRUCTION CO.,INC.	CONTRACT NUMBER 9098	FEDERAL AID PROJECT NUMBER RS-A 696 (1)
DATE OF CONTRACT 3-11-80	DATE WORK STARTED 3-19-80	ESTIMATED COMPLETION DATE 12/4/80
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION	SPECIFIED CALENDAR DAYS 270	CALENDAR DAYS USED 256
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 95
PROJECT AUTHORIZATION $ 548.459.24		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $ 504,969.08	ENGINEERING AUTHORIZATION $ 43.490.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 504,969.08	ENGINEERING COST TO DATE $ 57,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN ____ %	PERCENT OF AUTHORIZATION 131 %	DATE PROJECT WAS COMPLETED: 12/4/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	-------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5	0.5			0.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	22,170 CY	10,750 SY			2400 ton
TOTAL QUANTITIES CORRECTED TO DATE	22,000	9,720			2440
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,000	9,720			2440
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11826A						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

OJECT COMPLETE

SEMI FINAL SUBMITTED TO REGION II, 1/14/81

LAST REPORT

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9098

YAMHILL COUNTY
Oregon

ROAD DEPARTMENT

March 11, 1980

Oregon State Highway Division
Highway Accounting
Room 434, Transportation Bldg.
Salem, Oregon 97310

SUBJECT: SALMON RIVER HWY. - DEER CREEK SECTION ON GOPHER VALLEY ROAD, FAS A696

Gentlemen:

Herewith please find Yamhill County's Commercial Warrant No. C26856 in the amount of $32,900 per your recent billing. I understand that the contract will be awarded as soon as you have received this warrant.

As you know, the County has previously sent you an advance deposit for preliminary engineering in the amount of $1,750 on February 16, 1979, and we assume this recent billing is in excess of that amount.

Sincerely,

William A. Gille

William A. Gille
Office Engineer

WAG/kc
encl.

Courthouse • **McMinnville, Oregon 97128** • **Telephone 472-9371**

[illegible]

March 3, 1980

CON 4

Yamhill County
Board of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Mr. William Gille
County Engineer

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Siuslaw Construction Company Inc., 910 E. Burnside, Portland, Oregon 97214 for the Salmon River Hwy. - Deer Creek Section on Gopher Valley Road, FAS A696. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$481,674.00
Permanent Pavement Striping	$ 550.00
Temporary Erosion Control	1,000.00
4 1/2% Contingencies	21,745.08
9% Engineering	43,490.16
ESTIMATED CONSTRUCTION COST	$548,459.24

[illegible]

County's Advance Deposit:
6% of $548,459.24 = $32,907.55 or say $32,900.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 21, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

HR:pf

bcc w/AD # 733: Region 2 Federal Aid Engineer, Phil Stearns
Vern Skoog - Please return completed AD # 733
when check is received.

1-18

2.

HIGHWAY DIVISION - ODOT 378-6516

F I L E February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
   Ione/Gooseberry Road
   Morrow County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
   Wilson Road
   Morrow County

   Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
   Pacific Highway, Multnomah County
   Structure

   Deck joint repair.

   Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
   FAS Route B 611, Union County
   Structure

   Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
   Wallowa Lake Highway, Wallowa County
   Grading, Paving and Culvert

   Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

   Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. E. Torpin
George Bell
Don Harwell

/ 1611

revis 2/14/80 Bm.

Section Deer Creek Programming Estimate $ 601 000
Highway FAS A696 (Gopher Valley Rd.) Project Length 0.52 mi.
County Yamhill Completion Time 270 CD
Kind of Work Grading, Paving & Structure Est. Comp. Date Dec. 26, '80
Prefix 536-1955 Letting Date Feb. 28, '80 Project No. RS-A696(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 2-14-80

Director
hief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
hief Counsel
ommission Services
onstruction
ata Processing (Trans. Bldg.)
mployee Development
ngineering (Design)
nvironmental
quipment Shops & Storeroom
inance (DOT)
HWA

General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning

Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

TTENTION:
Phil Stearns

OM:
HR

MENTS:
Please inform the county.

this makes Yamhill county in the hole approx. 1½ years.

m 731-0022 (7/78) SP*70682-734

NSTRUCTION AUTHORIZATION

ntract Amount . . . . $ 527,570.00

550

1,000

$ 1,550.00

Subtotal $ 529,120.00

Contingencies (4-1/2%) 23,810.40

Engineering (8, [✓ 9], 10%) 47,620.80

--Subtotal-- $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 600,551.20

APPROVED Est. County advance deposit 6% of $600,551.20 = $36,033

/ revis 2/14/80 Bm.

Section Deer Creek Programming Estimate $ 601 000
Highway FAS A696 (Gopher Valley Rd.) Project Length 0.52 mi.
County Yamhill Completion Time 270 CD
Kind of Work Grading, Paving & Structure Est. Comp. Date Dec. 26, '80
Prefix 536-1955 Letting Date Feb. 28, '80 Project No. RS-A696(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 527,570.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	550	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		
Roadside Seeding & Mulching		$ 1,550.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 529,120.00
Contingencies (4-1/2%)		23,810.40
Engineering (8, [✓ 9], 10%)		47,620.80
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 600,551.20

APPROVED

Est. County advance deposit 6% of $600,551.20 = $36,033

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 3
Date Jan. 9, 1980
Section Deer Creek
County Yamhill
Kind Of Work Grading, Paving, Structure
Length 0.52 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		44,000
	Temporary Protection and Direction of Traffic		All	All	-	3,800-
	Temporary Signs		Sq. Ft.	207	6-	1,242-
	Temporary Barricades		Each	11	115-	1,265
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	438	7-	3,066-
	Temporary Plastic Safety Markers		Each	5	80-	400-
	Temporary Reflective Pavement Markers		Each	38	4-	152
	Temporary Delineators		Each	60	16^{50}	990
	Flagmen		Hour	80	22-	1,760
	ROADWORK					
	Clearing and Grubbing		All	All	-	2,30
	Removal of Structures and Obstructions		All	All	-	1,000
	Ditch Excavation		cu. Yd.	765	6-	4,590
	Borrow Excavation		cu. Yd.	9,800	2^{50}	24,50
	General Excavation		cu. Yd.	12,370	3^{50}	43,2
	Toe Trench Excavation		cu. Yd.	460	10-	4,60
	Finishing Roadbed and Slopes		All	All	-	2,000

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Jan. 9, 1980

Section Deer Creek
County Yamhill
Kind Of Work Grading, Paving, Structure
Length 0.52 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Watering		M-Gal.	340	10-	3,400-
	Emulsified Asphalt for Sealing		[illegible]	[illegible]	3 50	1,225-
	Coarse Aggregate Base		Ton	5,600	9-	50,400-
	3/4" - 0 Aggregate Base		Ton	1,380	9 50	13,110-
	Lime Treated Subgrade		Sq. Yd.	10,750	1 50	16,125-
	Lime for Treated Subgrade		Ton	120	85-	10,200-
	Class "B" Asphalt Concrete		Ton	2,400	30 50 ~~27~~-	73,200 ~~64,800~~
	18-inch Culvert Pipe		Lin. Ft.	104	20-	2,080
	Guard Rail, Type 1		Lin. Ft.	25	15-	375
	Guard Rail, Type 2A		Lin. Ft.	~~275~~	20-	~~5,500~~
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
	Guard Rail Anchors, Type 1		Each	~~4~~	350-	~~1,400~~
	Rail End Pieces, Type A		Each	2	75-	150-
	Rail End Pieces, Type C		Each	4	175-	700-
	Type 2 Fence		Lin. Ft.	400	5-	2,000
	Extra for Asphalt Approaches		Each	2	200-	400-
	Loose Riprap, Class 100		Cu. Yd.	810	15-	12,150
	Delineators		Each	40	25-	1,000
	Roadside Seeding and Mulching		Acre	3	700-	2,100-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Nov. 16, '79

ection Deer Creek
County Yamhill
ind Of Work Grading, Paving, Structure Length 0.52 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
STRUCTURE					
Shoring, Cribbing, Etc.		All	All	-	5,000-
Structure Excavation		Cu. Yd.	155	20-	3,100-
Special Wall Backfill		Cu. Yd.	145	12-	1,740-
Furnish HP 10X42 Steel Piling		Lin. Ft.	742	15-	11,130-
Drive Steel Piles		Each	21	600-	12,600-
Splice Steel Piles		Each	5	75-	375-
(122 c.y. @ 300) Structural Concrete, Class 3300		All	All	-	36,600-
4' x 35'/70' Prestressed Slabs		Each	18	5,500-	99,000
Reinforcement (14,500 lbs @ 0.50)		All	All	-	7,250-
Metal Rail with Tubing		Lin. Ft.	263	50-	13,150-
			Struct.	subT	189,945-

9098

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I A696(1)

STATE PROJECT NO.: see below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 70328

COUNTY NAME: Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 20 '80
REFER TO [illegible]
FOR

2-20

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 2/6/80

FEDERAL ROUTE NUMBER: Secondary A696

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Salmon River Highway - Dear Creek Section

GENERAL DESCRIPTION OF WORK:

Authorization to advertise

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 1/28/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE: 2/6/80

SIGNATURE OF APPROVING OFFICIAL: G. K. H

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631 555

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

FROM: FINAL DESIGN

SUBJECT: Project Name Change

TO: MEMO TO THE FILES

It has been necessary to change the name of this project

[illegible] Salmon River Highway - Deer Creek Sec.

[illegible] Deer Creek Section
FAS A696 (Gopher Valley Rd.)
Yamhill County

cc: [illegible]
[illegible]
[illegible]
[illegible]
Right of Way
[illegible]
[illegible]
Location

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 536
536 - 1955

Attention: Right-of-Way Section

Subject: Federal Aid Project No. [illegible]
Project Name Deer Creek Section
Gopher Valley Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at McMinnville, Oregon, this 30th day of January, 1980

Accepted and Approved for
Execution by the Yamhill
County Board of Commissioners
1-30-80

County of Yamhill

Ted Lopuszynski
Ted Lopuszynski County ~~Judge~~/Chairman

John P. Macaulay
John P. Macaulay Commissioner

(Not available for signature)
Colin Armstrong Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 1-31-80

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/29/80
Donald L. Rout

Feb. 28, 1980 Bid Letting ______ All Clear Deadline

SECTION Deer Creek Section
Highway Salmon River Highway
County Yamhill Region 2
Type of Work G.P. Str. Funds FAS-C
State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒					Non-major FHPM 7-7-2
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					
PERMITS:						
Division of State Lands		☒			☒	
D.O.G.M.I.	☒					
Corps of Engineers		☒			☒	
Coast Guard	☒					
Co. Conditional Use		☒			☒	
NPS Air Pollution	☒					
NPS Water Pollution	☒					
CULTURAL:						
Cultural Survey		☒			☒	
Cultural Salvage	☒					
NOISE:						
Noise Study		☒			☒	

Section Deer Creek
Programming Estimate $ 590,000
Highway FAS A696 (Cypher Valley Rd.)
Project Length 0.52 mi.
County Yamhill
Completion Time 270 CD
Kind of Work Grading, Paving, Structure
Est. Comp. Date Dec. 26, '80
Prefix 536-1955
Letting Date Feb. 28, '80
Project No. RS-A696(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 518,020 00

. . .	550	
. . .	1,000	
		$ 1,550 00

ROUTING SLIP—DEPT. OF TRANSPORTATION
Date: 1-18-80

Director
Chief of Operations
Asst. Dir.-Administration
Asst. Dir.-Transportation Policy & Program Develop.
Accounting (Highway)
Administrative Services
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
General Services (DOT)
Information Systems (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Proj. Mgmt. & Operations Planning
Public Affairs
Public Transit
Radio
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Structures
Technical Services Engineer
Traffic Support Services
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number

ATTENTION: Phil Stearns

FROM: HR

COMMENTS: Please inform the county.

Form 731-0022 (7/78) SP*70682-734

Subtotal $ 519,570 00

Contingencies (4-1/2%) 23,380 65

Engineering (8, [✓ 9,] 10%) 46,761 30

-Subtotal— $

Credit for ________________ . . . .

Estimated Net Authorization, Construction . . . . $ 589,711 95

Est. R/w costs 25,000 00

614,711 95

APPROVED

6% of 614,711.95 = $36,882 72
Less R/w advance 1750.00
$35,132 72
Est. County share $35,100 00

Road Design Engineer

Section Deer Creek Programming Estimate $ 590,000
Highway FAS A696 ([illegible]pher Valley Rd.) Proj. Length 0.52 mi.
County Yamhill Completion Time 270 CD
Kind of Work Grading, Paving, Structure Est. Comp. Date Dec. 26, '80
Prefix 536-1955 Letting Date Feb. 28, '80 Project No. RS-A696(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 518,020.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	550	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		
Roadside Seeding & Mulching		$ 1,550.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 519,570.00
Contingencies (4-1/2%)		23,380.65
Engineering (8, [✓ 9], 10%)		46,761.30
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 589,711.95
Est. R/w costs		25,000.00
		614,711.95

APPROVED

6% of 614,711.55 = $36,882.72
Less R/w advance 1750.00
$35,132.72
Est. County share $35,100.00

Road Design Engineer

Section. Deer Creek Programmed; Estimate $ 590,000
Highway FAS A696 (Gopher Valley Rd.) Project Length 0.52 mi.
County Yamhill Completion Time 270 CD
Kind of Work Grading, Paving, Structure Est. Comp. Date Dec. 26, '80
Prefix 536 - 1955 Letting Date Feb. 28, '80 Project No. RS - A696(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 518,020 00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	550	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1,000	
State Furnished		
Roadside Seeding & Mulching		$ 1,550 00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 519,570 00
Contingencies (4-1/2%)		23,380 65
Engineering (~~8~~, [✓ 9], ~~10~~%)		46,761 30
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 589,711 95

APPROVED

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 3
Date Jan. 9, 1980

Section Deer Creek
County Yamhill
Kind Of Work Grading, Paving, Structure
Length 0.52 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All	All		43,000-
	Temporary Protection and Direction of Traffic		All	All	-	3,800-
	Temporary Signs		Sq. Ft.	207	6-	1,242-
	Temporary Barricades		Each	11	115-	1,265-
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin. Ft.	438	7-	3,066-
	Temporary Plastic Safety Markers		Each	5	80-	400-
	Temporary Reflective Pavement Markers		Each	38	4-	152-
	Temporary Delineators		Each	60	16^{50}	990-
	Flagmen		Hour	80	22-	1,760-
	ROADWORK					
	Clearing and Grubbing		All	All	-	2,300-
	Removal of Structures and Obstructions		All	All	-	1,000-
	Ditch Excavation		Cu. Yd.	765	6-	4,590-
	Borrow Excavation		Cu. Yd.	9,800	2^{50}	24,500-
	General Excavation		Cu. Yd.	12,370	3^{50}	43,295
	Toe Trench Excavation		Cu. Yd.	460	10-	4,600-
	Finishing Roadbed and Slopes		All	All	-	2,000-

OREGON STATE HIGHWAY DIVISION
~~SUMMARY - BID SCHEDULE~~ - COST ESTIMATE

Sheet 2 of 3
Date Jan. 9, 1980

Section Deer Creek
County Yamhill
Kind Of Work Grading, Paving, Structure
Length 0.52 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Watering		M-Gal.	340	10-	3,400-
	~~Emulsified Asphalt in Watering~~		Gal.	350	3^{50}	1,225-
	Coarse Aggregate Base		Ton	5,600	9-	50,400-
	3/4" - 0 Aggregate Base		Ton	1,380	9^{50}	13,110-
	Lime Treated Subgrade		Sq. Yd.	10,750	1^{50}	16,125-
	Lime for Treated Subgrade		Ton	120	85-	10,200-
	Class "B" Asphalt Concrete		Ton	2,400	27-	64,800-
	18-inch Culvert Pipe		Lin. Ft.	104	20-	2,080-
	Guard Rail, Type 1		Lin. Ft.	25	15-	375-
	Guard Rail, Type 2A		Lin. Ft.	275	20-	5,500-
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000-
	Guard Rail Anchors, Type 1		Each	4	350-	1,400-
	Rail End Pieces, Type A		Each	2	75-	150-
	Rail End Pieces, Type C		Each	4	175-	700-
	Type 2 Fence		Lin. Ft.	400	5-	2,000-
	Extra for Asphalt Approaches		Each	2	200-	400-
	Loose Riprap, Class 100		Cu. Yd.	810	15-	12,150-
	Delineators		Each	40	25-	1,000-
	Roadside Seeding and Mulching		Acre	3	700-	2,100-

GON STATE HIGHWAY DIVISION
~~SUMMARY--BID-SCHEDULE~~--COST ESTIMATE

Sheet 3 of 3
Date Nov. 16, '79

Section Deer Creek
County Yamhill
Kind Of Work Grading, Paving, Structure
Length 0.52 mi.
Name Bricher

No	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Shoring, Cribbing, Etc.		All	All	-	5,000-
	Structure Excavation		Cu. Yd.	155	20-	3,100-
	Special Wall Backfill		Cu. Yd.	145	12-	1,740-
	Furnish HP 10X42 Steel Piling		Lin. Ft.	742	15-	11,130-
	Drive Steel Piles		Each	21	600-	12,600-
	Splice Steel Piles		Each	5	75-	375-
	(122 C.Y. @ 300) Structural Concrete, Class 3300		All	All	-	36,600-
	4' x 65'/70' Prestressed Slabs		Each	18	5,500-	99,000-
	Reinforcement (14,500 ^{lbs} @ $0^{\underline{50}}$)		All	All	-	7,250-
	Metal Rail with Tubing		Lin. Ft.	263	50-	13,150-
				Struct.	subT	189,945-

```
                                                                                          32,849.75
                                   TOT       P1                                                13.14
                                   TOT       N1
                                 ** JOB TOTALS **                  **              **      32,862.89  **

                                                                                                    STATE
SALMON RIV HWY-DEER CK       CONT NO        FA PROJ NOS RS  696001 100                     27,450.00CR
                               536    1955     296        00 N 9                           27,450.00
                               536    1955     298        00 N 9
```

```
                                                                    DECEMBER 1979           PAGE  605
TOTAL TO DATE JOB COST SUMMARY
                                                                         FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                               536    1955     901        00 P 1                                [illegible]
                               536    1955     901        00 N 1                                [illegible]
                               536    1955     905        00 P 1                      154.50    [illegible]
                               536    1955     906        00 P 1        283.70     [illegible]  [illegible]
                               536    1955     909        00 P 1                      127.23    [illegible]
                               536    1955     910        00 P 1                                  2,111.01
                               536    1955     911        00 P 1                                [illegible]
                               536    1955     913        00 P 1                        6.00    [illegible]
                               536    1955     914        00 P 1                      148.03    [illegible]
                               536    1955     918        00 P 1          1.27     [illegible]  [illegible]
                               536    1955     921        00 P 1         71.92        503.44    [illegible]
                               536    1955     922        00 P 1                       25.53    [illegible]
                               536    1955     922        00 N 1                                [illegible]
                               536    1955     923        00 P 1                      381.34    [illegible]
                               536    1955     926        00 P 1                                [illegible]
                               536    1955     927        00 P 1                       27.60    [illegible]
                               536    1955     950        00 P 1                                [illegible]
                                               TOT       P1             356.89      3,372.88    [illegible]
                                               TOT       N1                                     [illegible]
                                             ** JOB TOTALS **           356.89  **  3,378.88 ** 43,877.43  **

                                                                                                    STATE
HILLCREST RD-TINDLE CK RD    CONT NO        FA PROJ NOS RS  695001 100                223.79CR   32,534.31CR
                               536    1956     296        00 N 9                      228.79    [illegible]
                               536    1956     298        00 N 9                                [illegible]
                               536    1956     901        00 P 1                                [illegible]
                               536    1956     901        00 N 1                      260.20    [illegible]
                               536    1956     910        00 P 1                                [illegible]
                               536    1956     911        00 P 1                                [illegible]
                               536    1956     914        00 P 1                                     12.14
                               536    1956     920        00 P 1                                [illegible]
                               536    1956     923        00 P 1                                  1,336.40
                               536    1956     950        00 P 1                                      1.20
                               536    1956     960        00 P 1                                    126.37
                               536    1956     960        00 N 1                                [illegible]
                                               TOT       P1                           260.20    [illegible]
                                               TOT       N1                                     [illegible]
                                             ** JOB TOTALS **                  **     260.20 ** 38,528.73  **
```

State Expense

90 2.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A696(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70328

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-7-79

FEDERAL ROUTE NUMBER Secondary A696

STATE ROUTE NUMBER County Road

GENERAL LOCATION: Salmon River Hwy.-Deer Creek Section

GENERAL DESCRIPTION OF WORK: Program Change and Archeological Salvage

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of October 19, 1979 this will confirm the advance approval date of September 7, 1979 for the program change adding archeological salvage to the character of proposed work.

As also requested in Mr. Swan's letter of October 19, 1979, this will confirm the advance approval date of September 7, 1979 to proceed with archeological salvage on the subject project at a TEC of $510 with Federal participation limited to $437. A signed copy of the agreement is returned herewith.

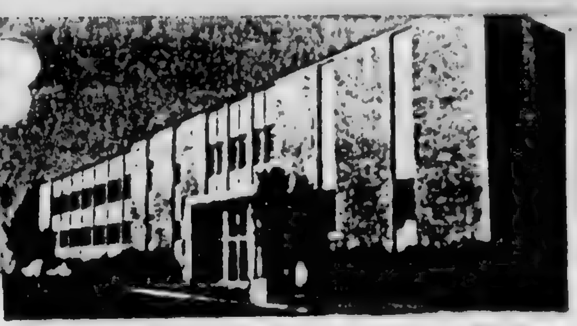
DATE 11-8-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

YAMHILL COUNTY
Oregon



COUNTY PLANNING COMMISSION
Department of Planning &
Development

Deer Creek

October 25, 1979

William Gille
Office Engineer
Yamhill County Road Department

Request for cond. use/floodplain permit to constr. fill and bridge in 100 Yr. floodplain -
Applicant: Yamhill Co. Rd. Dept.
Approx. 2 mi. N. E. of Sheridan on Market Rd. No. 2 (Gopher Valley Rd.) SW1/4 S 30, T 5 S, R 5 W.
Re: Docket No. CFP-13-79

No conditions attached to permit. Don Thurston

Dear Mr. Gille:

At the October 23, 1979 meeting of the Yamhill County Hearings Officer, your request for a conditional use/floodplain permit was approved. This decision was based on the findings as presented in the staff memorandum to the Hearings Officer dated October 23, 1979.

The Yamhill County Zoning Ordinance, Ordinance 83, 1976, Section 45, provides for appeal of any action or ruling of the Hearings Officer by an affected party within fifteen (15) days of the decision of a proposed action. The Board of Commissioners, on its own motion, may also order review of any decision of the Hearings Officer within thirty (30) days of the decision. Anyone wishing to file an appeal on the Hearings Officer decision on your application must notify this office by letter indicating their desire to do so. Such letter must be received by this office no later than November 7, 1979, together with the appropriate filing fee. If no appeal is filed by any interested party or if no review is ordered by the Board of Commissioners, the decision of the Hearings Officer will be final.

Minutes of the Hearings Officer meeting are located in the office of the Department of Planning & Development, Room 17, Courthouse, McMinnville, Oregon, and are available for your inspection during regular working hours. If you have any questions, please contact this office.

Very truly yours,

MC

Dave Bishop
Planning Director

DB-JAE:gb

cc: Board of Commissioners

Versteeg
Anderson
1 Christensen DMC
2 Sullivan
Trace Copy
Wakeling

RECEIVED
ROAD DESIGN SECTION
Action

REGION 2 ENGINEER
RECEIVED
FEB 7 1980
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

REFERRED TO
Beard Stoudamsyer
Cole Sample
✓ Erikson Watson
Hager Dorn Lau
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

NOTED
D. THURSTON

CFP-13-79

Tuesday, 7:30 P.M. MINUTES October 23, 1979

REGULAR MEETING

YAMHILL COUNTY HEARINGS OFFICER

Courthouse, Rm. 32 McMinnville, OR

ATTENDANCE

Present:

Brian Williams, Hearings Officer
Dave Bishop, Planning Director
Mike Brandt, Associate Planner
Dave Jory, County Legal Counsel

1. The Hearings Officer introduced those present as noted above. The meeting was called to order at 7:30 P.M.

2. Approval of Minutes.

   The minutes of the previous meeting were approved.

3. Docket: CFP-13-79
   Request: A conditional use floodplain permit to construct fill and build a bridge in the 100 year floodplain in an area designated "Agriculture/Forestry Large Holding" on the Comprehensive Plan map and presently zoned "EF-40".
   Location: Approximately two (2) miles Northeast of the City of Sheridan on Market Road #2 (Gopher Valley Road), in the SW 1/4 of Section 30, T5S-R5W.
   Applicant: Yamhill County Road Department.

Objection to Jurisdiction - None.

Staff Report - Mr. Bishop presented the staff report as submitted in the Staff Memorandum and located the property on the Comprehensive Plan Map.

Proponent's Case - Bill Gille, County Road Department Office Engineer, stated that the proposed structure will replace an existing structure which was last rebuilt in 1952. He stated that the present structure is on a poor alignment and has a couple bad curves coming out of it and is an older narrow structure. He stated to salvage anything the structure would have to be extensively rebuilt or replaced and the cost to the County, if they paid 100%, would be prohibitive. He stated they looked into getting Federal Funding to assist in the realignment and reconstruction of the bridge. He stated this was initiated 3 or 4 years ago and the project being presented is the final outcome of the design procedure they went through. He stated there were three concerns; 1) that it be an all weather all purpose bridge that would carry the loads of traffic that we have today. He stated the present structure is not adequately serving that function. 2) they wanted a road that would not have to be closed during high water. 3) they did not want to increase the backwater stage by placing this new structure across the floodplain and thereby damaging adjoining adjacent property. Considering these three points, they tried to determine how best to get across the 100 year floodplain. The first idea was a 150 foot single span bridge, but this is an exceedingly expensive structure. They then considered reducing the size to a 134 foot span and it was determined that the 100 year flood would cause an increase of 2/10 of a foot in backwater stage by going from the 150 foot to the 134 foot span. There current recommendation is the 134 foot span. He stated that the Sheridan Planning Advisory Committee discussed the possibility of going with a culvert structure instead of a bridge in order to cut down the cost even more. After contacting the State Hydrology Section they recommended for that sort of system a bridge would still be required and it would have to be 56 foot long and single span as well as 48 four foot diameter culverts. Mr. Gille stated that the projected cost of this is $50,000 higher than for the 134 foot single span bridge. He stated that with the culvert system there would be higher maintenance and there would be a higher backwater stage. He stated that it is therefore the State's recommendation to go with the 134 foot span since it is cheaper and does a better job in protecting the 100 year floodplain.

Other Proponent's Case - None.

Cross-Examination of Proponent - None.

Opponent's Case - None.

Public Agency - Mr. Bishop stated that the County Sanitarian feels there are no conflicts with the Sanitation Department. He stated Bill Gille recommends beginning the project right away since it is an excellent project.

Staff Recommendation - Mr. Bishop presented the Staff Recommendations as submitted in the Staff Memorandum.

Close of Hearing and Deliberation - The Hearings Officer made the following findings: There will be no appreciable increase in danger to life or property due to increased flood heights. He stated that a 0.2 foot increase in the 100 year floodplain would not be appreciable. He stated he has seen little or no danger that materials would be swept onto other lands or downstream to cause damage or injury during periods of high water. He stated he sees little susceptibility of the proposed bridge to flood damage and the service provided by this bridge is important in providing a clear public road that is useable during all times of the year. He stated there is no alternative location available which would not be subject to flooding. This will increase the safety of access to the property for emergency vehicles in times of floods. He stated he has considered the other factors listed in the Ordinance and therefore the application is approved.

Yamhill Co.

10-17-79

Hal

Co. [illegible] & Design reviewed with Yamhill Co. [illegible] [illegible] Deer Creek Section and Jct [illegible] [illegible] [illegible] [illegible] one section. [illegible] [illegible] problem on Deer Creek Section [illegible] [illegible] project is actually [illegible] [illegible] [illegible] [illegible] [illegible] to be [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

2 [illegible] [illegible]

t/a

~~9078~~

YAMHILL COUNTY
Oregon

COUNTY ROADMASTER
LLOYD H. MAY

REGION 2 ENGINEER
RECEIVED
OCT 1 1979
☐ RLS ☐ RBE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ RFE]

September 25,1979

Warren Mueller
P.O.Bos 14030
Salem, Oregon 97310

A696

Subject: Deer Creek, Gopher Valley Section, FAS Project.

Dear Mr. Mueller:

I would offically like to request that the subject project include provision such that the closing of Gopher Valley Road be kept to a minimum.

This should not be too difficult to accomplish in that the alignments are so different that Gopher Valley road should not have to be closed until the final approach fills are ready to be built.

I also believe that this project should include provision for the appropriate pavement marking.

Thank you for your assistance in this matter.

Sincerely yours

William A. Gille
William A. Gille
Office Engineer

cc Hal Forstrey
Dan Harwell

WAG:vk

H

M

Dm81

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 30, 1979

TO Jim Dixon
Reg. R/W Supervisor
REGION 2

FROM Adele L. Egan
R/W Office Unit Supervisor

SUBJECT Files 50363 and 50586
Deer Creek Section
Gopher Valley County Road
Yamhill County

Attached are two copies each of one original and one revised Option form covering right of way to be acquired in connection with Deer Creek Section of the Gopher Valley County Road in Yamhill County.

The Federal Aid Project Number is RS-A-696 (1).

File 50586 was formerly a part of 50363.

We are attaching two prints of Map 10C-51-2 covering this area and bearing our date of July 30, 1979.

File No.	Name	Area
50363	Laurence Michael McKinley et al	6.68 ac.
50586	Eugene and Theresa E. McKinley	1.04 ac.

AC:nn
Enc. 2 Options, etc.
cc: C. O. Fredrickson/1 print
Appraisal/1 print
F. Lowe
Title/1 print
A. Riveness/Exhibit
Don Harwell

M

Dall.

9118

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A696(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70328

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17'79
REFER TO [illegible]
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
7-13-79	7-13-79	Secondary A696	County Road

GENERAL LOCATION:
Salmon River Highway - Deer Creek Section

GENERAL DESCRIPTION OF WORK:
Grade, Drain, Pave and Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 12, 1979 letter, you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $588,800 - Federal Funds $519,000, in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-13-79	G. K. Hoosner	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region Engineer

FROM: Ted Thompson
Ted Thompson
Supervising Structural
Design Engineer

DATE:
June 25, 1979

SUBJECT: Deer Creek Bridge
Deer Creek Section
FAS-C A696 (Gopher Valley Rd.)
Yamhill County
Bridge 11826A

Enclosed are two reduced prints of drawings 34590 thru 34594 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Grading and Paving	$248,300
Structure	$176,400
Right of Way	$ 18,500
Engineering & Contingencies	$120,300
TOTAL	$563,500

It is planned to call for bids on this section on November 15, 1979.

Please make a field review and return one set by July 20, 1979 with your comments and/or corrections noted thereon.

MEZ:df
Enclosures

cc: Bill Gille, Yamhill County Engineer (w/2 sets encls.)
H. A. Schell (w/2 sets encls., Hydraulic and Foundation Reports)
Specs Unit (w/1 set encls. - estimate sheet and designer's notes to follow)
Construction (w/1 set encl.)
Roger Trygstad, Utility Unit (w/1 set encls.)
✓County-City Unit
D. O. Christensen, Engineering (w/1 set encls.)
Loren A. Weber, Resident (w/1 set encls.)

M

5-1387

7

rm 734-1-91 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-16-79	CC 1988		036-2511 R/W

BILL TO: Code:

Yamhill County
2061 LaFayette Ave.
McMinnville, OR 97128
Attn: Mr. Lloyd May, County Roadmaster

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the R/W acquisition for the Salmon River Hwy.-Deer Creek Section on Gopher Valley Road. FAS A696 RS-A696(1) AD 578			

Advance Deposit Amount	$ 1,750.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 1,750.00
Transfer to Highway Fund	$ 1,350.00
Refund Due	$

Amount Due $

Partial or final request for billing

Number of the previous request in connection with this service.

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Gerald Wimer

SP*35736-734

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 24, 1979

Yamhill County Board of Commissioners
Room 108 Courthouse
5th & Evans Streets
McMinnville, OR 97128

Gentlemen;

This is to advise you that your request for five years advance FAS-C funding has been approved.

The funding will be directed toward the Palmer Creek Road and Gopher Valley Road projects.

No further action on your part is required at this time.

Very truly yours,

ORIGINAL SIGNED BY
PHILLIP O. STEARNS

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
cc; G. W. Wimer

PROJECT MANAGEMENT
CCE ☐
TAE ☐
OFE ☐

January 24, 1979

Yamhill County
Board of Commissioners
Courthouse
McMinnville, Oregon 97128

Attn: Mr. Lloyd May, Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the acquisition of R/W phase of the Salmon River Hwy.-Dear Creek Section on Gopher Valley Road, FAS A696.

Financial sharing of the preliminary engineering is:

Total P.E.	$24,000.00
Federal Funds	20,500.00
Balance	$ 3,500.00

Local Share:
½ of $3,500.00 = $1,750.00

Rec'd
2/21/79
Informed
Region

Please make your check in the amount of $1,750 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

1981

Gerald W. Wimer
Local Government Manager

HR:jnc

bc w/AD#578:Vern Skoog-Please return completed AD#578 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

EGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Deer Creek
Highway FAS A696 County Yamhill Prefix 536-1955
Length ______ Miles ______ Designer McGill Date 1-15-79
Signed ______ Title ______

Grading & Drainage }		$
Surfacing }		$ 277,159
Extra Work		
Adjust Water Lines	$ —	
Anticipated Items (5%)	$ 13,850	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 13,850
TOTAL		$ 291,009
+25% Engineering and Contingencies		$ 72,752
Structures		
32' x 134' Bridge =	$ 176,400	
	$	
	$	
	$	
TOTAL STRUCTURES		$ 176,400
Right of Way		$
TOTAL ESTIMATED COST		$ 540,161

Copy from Fed. Aid
Ini - 7-5-79 H

OREGON STATE HIGHWAY DIVISION
SUM RY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date

Section Deer Cr. Section
County Yamhill
Kind Of Work Grade - Pave - Structure
Length
Name McGill

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization (9%)		All			# 22,885
	Temp. Prot. & Direc. Of Traffic		All	—	—	1110
	Temporary Signs		Sq. Ft.	74	6.00	440
	Temporary Continuous Rail					
	Traffic Barrier Reflectorized		Lin. Ft.	113	7.50	845
	Flagmen		Hour	80	19.00	1520
	ROADWORK					
	Clearing and Grubbing		All	—	—	2000
	Removal of Structures & Obstructions		All	—	—	1000
	Ditch Excavation		C.Y.	736	5.00	3680
	Borrow Excavation		C.Y.	9500	2.00	19,000
	General Excavation		C.Y.	12,322	3.00	36,966
	Toe Trench Excavation		C.Y.	458	10.00	4580
	Trench Excavation		C.Y.	27	20.00	540
	Finishing Roadbed & Slopes		All	—	—	2000
	Watering		M-Gal.	336	10.00	3360
	Aggregate Base		Ton	5614	8.50	47,719
	3/4"-0 Aggregate Base		Ton	1379	9.00	12,411
	Lime Treated Subgrade		Sq. Yd.	10,755	1.25	13,444
	Lime For Treated Subgrade		Ton	121	75.00	9075

OREGON STATE HIGHWAY DIVISION
SU[illegible]RY--BID SCHEDULE--COST ESTIMAT[illegible]

Sheet 3 of 3
Date

Section Deer Cr.
County Yamhill
Kind Of Work Grade - Pave - Structure
Length
Name McGill

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Class "B" Asphalt Concrete		Ton	2405	21^{00}	50,505
	Asphalt Cement in Mixture		Ton	156	108^{50}	16,926
	Asphalt in Tack Coat		Ton	1	500^{00}	500
	18-inch Culvert Pipe		Lin. Ft.	104	12^{00}	1248
	Guard Rail, Type 2A		Lin. Ft.	250	20^{00}	5000
	Guard Rail, Type 3		Lin. Ft.	100	30^{00}	3000
	Guard Rail Anchors, Type 1		Each	4	300^{00}	1200
	Rail End Pieces, Type C		Each	4	150^{00}	600
	Type 2 Fence		Lin. Ft.	400	3^{00}	1200
	Extra for Asphalt Approaches		Each	2	200^{00}	400
	Loose Riprap, Class 100		C.Y.	812	15^{00}	12,180
	Roadside Seeding & Mulching		Acre	2.5	600^{00}	1500
	Guard Rail, Type 1		Lin. Ft.	25	9^{00}	225
	Rail End Pieces, Type A		Each	2	50^{00}	100

1071 1-3-79

2.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL ANL R AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A 696(1)

STATE PI T NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70328

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 1-3-79

FEDERAL ROUTE NUMBER Secondary A696

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Salmon River Highway - Deer Creek Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

File #50363 and 50364
R/W Map 10C-51-2

☒ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 12-27-78 letter, you are authorized to proceed with all phases of right of way for the subject project at a TEC of $24,000 with Federal participation limited to $20,500 and only that right of way incorporated in the final location.

NOTED
F. B. KLABOE
Swan
1-16

DATE 1-3-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1078

FAS A696

Salem, Oregon
December 1, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

Files 50363 & 50364
Deer Creek Section
Gopher Valley County Road
Yamhill County

Attached are two descriptions, an authorization and R/W prints for the subject County project, which is scheduled for the 3rd quarter of 1979.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 1 - 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

By:

Floyd O. Scott
R/W Description Engineer

FOS:cj
Attachements

STATE OF OREGON

INTEROFFICE MEMO

TO: FILE

DATE: November 21, 1978

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Deer Creek Bridge
Salmon River Highway-Deer Creek
Gopher Valley Road (FAS A696)
Yamhill County

The proposed project will replace an existing three-span timber structure over Deer Creek at a site approximately 130 feet upstream on an improved alignment.

Hydrology

Deer Creek is a west-east tributary of the South Yamhill River and drains an area of approximately 33 square miles above the proposed bridge site. Since there is no stream gage data available for Deer Creek, the frequency vs. discharge relationship was determined using the U.S.G.S. regression method. This information is listed below.

Frequency	Peak Flow
100-year	6,390 cfs
50-year	5,480 cfs
25-year	4,780 cfs
10-year	3,900 cfs
5-year	3,170 cfs

Hydraulic Design

The section of roadway immediately south of the existing structure is subject to frequent overflow. Bill Gille, Yamhill County Engineer, stated that this roadway overflow occurs once, sometimes twice, a year. Since the proposed grade line will eliminate the roadway overflow, a longer structure will be required to convey the floodwaters without creating excessive backwater. The largest known flood occurred in December 1964 when the floodwaters reached Elevation 186.9 feet (MSL). This flood was estimated to have a peak of approximately 5,000 cfs (30-year recurrence interval).

The 25-year flood of 4,780 cfs was chosen as the design flood. The estimated high water elevation at the bridge site for this flood would be 186.9 feet (MSL). It is suggested that a structure length of 150 feet be used for this crossing. This structure length provides a waterway opening of 1,025 square feet below the design high water elevation. For analysis purposes, a three-span structure was assumed with spill through (1 1/2:1 slopes) end abutments. This structure type creates 0.6 foot of backwater during the 25-year design flood, resulting in a high water elevation of 187.5 feet (MSL) along the upstream roadway embankment. The estimated high water elevation for the 100-year flood is 188.0 feet (MSL). During the 100-year flood, the structure will create 1.0 foot of backwater, resulting in a high water elevation of 189.0 feet (MSL) along the upsteam roadway embankment.

During a flood situation, the floodwaters flow in a different direction than the water in the main channel. Therefore, it is suggested that the bents be skewed to align with the direction of overbank flow. This requires skewing the bents approximately 40° from the main channel passing beneath the structure. No bents should be constructed in the main channel as they would be improperly aligned with the flow direction of the current in the main channel. It is also suggested that the structure be shifted as far westerly on the alignment as possible. This will place the overflow relief on the west side of the creek, which is the present pattern.

It is suggested that a short reach of overflow channel be constructed to replace that portion which is eliminated by the new alignment. This would parallel the southerly side of roadway embankment from Station "L2" 30+00 to the creek. The channel section should be trapezoidal with a 5-foot bottom, 1 1/2:1 side slopes, and approximately 2 feet deep.

The existing structure should be removed and enough of the existing approach fills removed to provide a minimum 150-foot opening downstream. A sketch is included to clarify the above points.

Riprap

Two alternates are presented for erosion control:

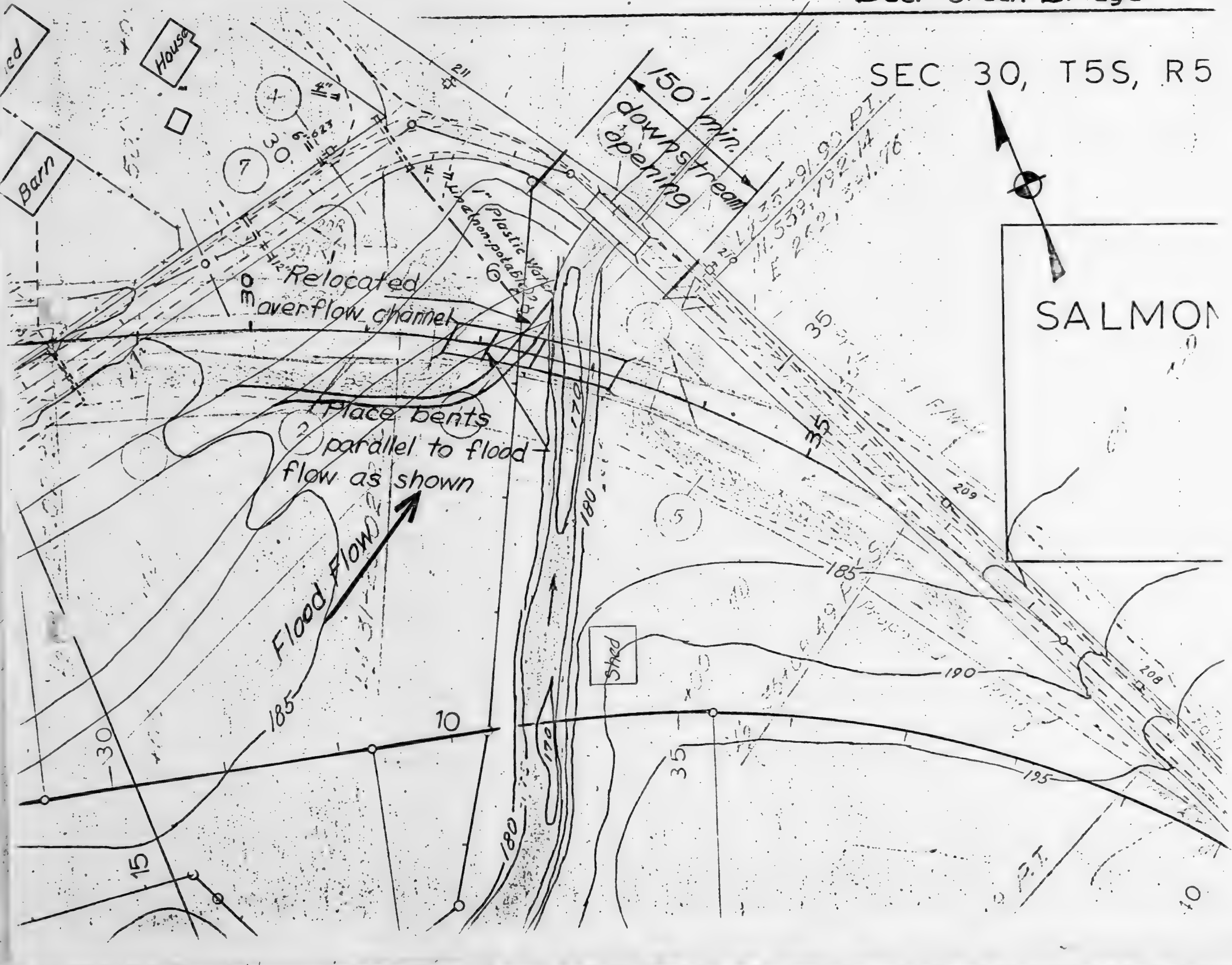
Alternate 1: It is suggested that the approach embankments be protected with an 18-inch thick layer of Class 100 loose riprap. The riprap should have a toe trench. No filter blanket will be required. The riprap blanket should extend along the entire length of the upstream and downstream faces of the approach embankments which will be inundated during the design flood. This riprap blanket should be placed to Elevation 188.0 feet (MSL).

Alternate 2: It is suggested that an 18-inch thick layer of Class 100 loose riprap be used to protect the approach embankments through the bridge opening. This protection should extend around all fill radiuses and along the embankment slope bordering the overflow channel. The remainder of the embankment slopes subject to inundation by the design flood should be compacted (in lieu of protecting them with riprap) by walking up and down the slope with a caterpillar tractor.

DWB:ja

cc Frank Terpin
Walt Hart
Jack Davis
Duane Christensen
Chuck Fredrickson
Don Harwell

Deer Creek Bridge


SEC 30, T5S, R5
SALMON
150' min. downstream opening
Relocated overflow channel
Place bents parallel to flood flow as shown
Flood Flow
1" Plastic Water line non-potable
Barn
House
Shed
185
180
170
190
195
10
15
30
35
211
210
209
208
P.T.

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge -	cfs	4780	6390	5000*
	m^3/s			
Frequency - yrs.		25	100	30
H.W. Elevation Natural Channel	ft.	186.9	188.0	186.9
	m.			
H.W. Elevation Channel Change	ft.	—	—	—
	m.			
Average Velocity	fps	6	7	6
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow

"Discharge" = Capacity

REMARKS: *Estimated peak flow

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Deer Creek Bridge
Gopher Valley Road (FAS A696)
Yamhill County

COMPILED BY: Dave Bryson	DATE: November 14, 1978

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

REVISED

Section: Salmon River Hwy.-Deer Creek

Highway: F.A.S. A696 (Gopher Valley Rd.)

County: Yamhill

Prefix: 536-1955

Res. Engr. L. Weber

Date November 15, 1978

Ten Year Traffic Coefficient 7.6

18 kip s.a. per day 61

R value 9

Frost Penetration - - - -

CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C.	8.0
2.0"	A.L.	2.0
8.0"	A.B.	8.0
6.0"	L.T.S.	6.0
20.0"		24.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs

NARRATIVE REPORT OF SURVEY

Salmon River Highway-Deer Creek Section
Gopher Valley Road
Yamhill County
October 1978

History. The County submitted the request for the project in January 1976. The authority for survey was prepared in October 1976 and the project assessment was submitted in August 1977. The Yamhill Board of Commissioners executed the Construction Finance Agreement in October 1976 and a supplemental agreement for r/w services was executed in May 1977.

A review of the project was held September 22, 1978. Region 2 staff reviewed the project with representatives of Yamhill County. At this time, Yamhill County requested that the project be downscoped to stay within available funding. By letter of September 25, 1978 the Yamhill County Board of Commissioners consented to a limited road closure to effect the most economical completion of this project.

what amount?

suppose this

Standards. The design used in 6° curves with 300 foot spirals, the basis being a 55 mile per hour speed.

With a present A.D.T. of 610, this road is a Class D, two-lane highway. This project conforms to standards for a Class D, two-lane highway.

Typical Section. The surfacing from Clarence Gregg's office is as follows:

1½ inch a/c wearing surface - final future

3½ inches a/c pavement (this contract)

8 inches cement treated base

There was some thought given to utilization of the existing surfacing in so far as possible, but investigation shows it to be of little value plus the problem of such an irregular grade line that matching it is nearly impossible.

The widths of the new construction are:

2 - 12-foot travel lanes

2 - 4-foot paved shoulders

The side slopes on the surfacing are 4:1 with generally a 2:1 to 4:1 slopes on the grading.

Horizontal Alignment. The coordinates used are Oregon Grid System North Zone which were used on the P line. The 'P' line was used for topog, property pin ties and the centerline where possible. The L line was projected from information shown on the P line.

There were three projections made on the northerly end; the first, running off the existing tangent and flattening the curve in the vicinity of station 20 by running through the field. We used a reversing 6° curve to come back onto the existing roadway around station 45 + 50. From here we followed the 'P' line which was placed on the center of the existing roadway to about station 62 where there is a curve on the existing roadway. This was flattened using a 6° curve. Then the alignment followed the existing centerline to the intersection with the Salmon River Highway.

We made a study of this line, especially where it crosses the flatland from station 23 to 34 + 50. We found there are times when this entire area is under water; even with moderate run-offs, the two overflow channels run full. We considered placing pipes in these and attempting to run flat grade across the area such that when the volume of water became too great for the pipes and bridge, it could run across the roadway. However, the supers on the curves negated this.

Another problem would have been the creek current flow through the bridge because of the entry angle. Finally, the connection to Dupee Road would have also crossed the flat and also required drainage structures for the overflow channels.

Taking the above into consideration, we made a new projection, this one using the same curve configuration but moving to the east such that we were able to cross the creek in an area where it had a reasonalby "straight shot" (perpendicular) at the bridge. This line is about 600 feet longer than the first but will be more economical to build due to the elimination of the overflow structures in the field. It leaves the existing roadway at about station 15, runs in back of a home on the old curve, crosses the old highway at about station 28 and re-enters about 38. From there ahead, it follows the existing alignment as did the 'L' Line.

Vertical Alignment. This has been controlled mainly by the tie-in points on the ends of the flood plain at the creek crossing, the road approaches to private homes and the attempt to provide an earthwork balance. At the same time, we removed many of the rolls in the old grade. No attempt was made to salvage the existing grade or materials as the grade is very irregular and the materials are of little value. The maximum grade used is a 1.98% and vertical curves have been used at the break points.

Materials. It was not possible to achieve an earthwork balance within the limits of the downscoped project without a material borrow source. To minimize cost and haul, an on project borrow source right of stations 19 + 50 - 24 + 00 ± has been provided.

Surfacing. Cement treated base and a/c is anticipated to be available from local commercial sources which are located in McMinnville, we have made no attempt to locate outside sources. We are planning to use Class 100 riprap at the bridge across Deer Creek. The quantity isn't large and there are quarries in the general area from which this would be available.

Right of Way. There are two owners who will be directly affected, including Grauer and McKinley. Grauer and McKinley are the major land owners and Grauer leases most of the McKinley property. We have had a lot of contact with Mr. Grauer who I feel will be difficult to deal with. He has had past dealings with our people and feels he has come out on the "short end," and as a result wants to be sure that that does not happen again. One who isn't directly affected will be Gurr, as we have stayed off his property. He will be indirectly affected by road connections and a water line adjustment.

The existing r/w width is 40 feet from the original county resolution. The new is variable depending upon the needs as dictated by the cuts and fills. As mentioned earlier in this report, we have moved to the east along the Grauer property.

Some of the roadway will be abandoned. A small section on the north and between the new connection and the Gurr approach, and the section on both sides of the existing bridge across Deer Creek. The county must remove the old bridge and approaches upon completion of the project.

An item also included in this portion of the report is the domestic waterline on the northerly end of the project. The present facility is shown on the plans as well as we know it to be. The main line running parallel to the existing roadway appears to be an old metal, probably at one time galvanized but now badly rusted, one inch inside diameter. It currently serves the Gurr place plus the house and barn on the McKinley place. This will have to be adjusted. We have shown a plan to do this on the detail map with the thought that we will have the pipe conduits installed by our contractor. The actual work on the water lines if done by the contractor, would be "extra work" mainly because this is an item not normally encountered by our type contractors.

Structure. There will be one bridge on the project, that across Deer Creek. This has some problems in that the entire area at the crossing point is under water during moderate run-off periods. In fact, the winter of 1977 saw a lake from station 29 + 50 to 36 and in 1964, the lake was larger. The run-off this year went over the road from about P-34 to P-37 and in 1964 from the bridge to about P-37 +75. The best information we have indicates that it hasn't quite overflowed the existing roadway to the north of the bridge, but has been at the high side of the pavement. At present, we are planning a single structure to handle all the flow. This may cause some back-up beyond what has taken place in the past.

Preliminary information has been reviewed by the Hydraulics Section so they are familiar with the problem. It would be possible to place an overflow pipe in one of the channels north of the creek. It probably is desirable following the removal of the old bridge to cut the existing roadway down on each end to allow more open channel area.

Drainage. The major problem is of course, Deer Creek which has been covered above. As mentioned above, we have planned a single structure to handle Deer Creek. As can be seen on the map, there are three overflow channels running in from the west side. These are the roadbed ditch, plus the two singles in the field. Our plan is to cut a side ditch parallel to the new road which ditch will catch these overflows and direct them to the main channel area. The entire fill on the right will be riprapped and short sections on the left near the bridge will also be covered. The normal drainage begins on the north end of the job where the existing roadside ditch will have to be drained to the north across the old roadway. We have shown a small ditch to accomplish this. Running thence to the south, ditches are to continue to Deer Creek. No Drainage crossings of the Roadway is anticipated. All drainage will be carried inside the r/w until the ditches meet Deer Creek. The pipes shown in the vicinity are conduits for the domestic water supply.

To the south of the creek we have shown two side ditches to bring the roadside drainage back to the creek area. These will confine the run-off to inside the r/w rather than allow it to spread out across the field areas.

Stage Construction. A limited duration road closure has been approved by the county. Closing the road would virtually eliminate the need of any stage construction.

Utilities. There are two utilities located on the project, both of whom will have to move their facilities. These are United Telephone Co. of the Northwest and Portland General Electric. P.G.E. is on poles throughout most of the job and the telephone company is underground on the left side all the way along the old road.

Miscellaneous Items. We have not included a bike path on the project. This was covered in the county application and the reason given therein was sparse population.

Another item covered in the application is that the county will do the permanent striping and signing. The county wants the centerline to be monumented as a part of the project.

Riprap and Filler Blanket. Since the entire area at the creek crossing is at times under water, we have shown class 700 riprap for the protection of the fill slopes. It is intended that this run the full length of the slopes on the upstream side, around the bridge ends and wrap back some 50 feet on each end of the downstream side.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OR
October 20, 1978

FILE:

FROM: Perry A. Crosley PAC
Right of Way Agent

TO: Richard Nelson
Location Engineer

SUBJECT: Liaison Estimate on
Salmon River Hwy.-Deer Cr. Section
Gopher Valley County Road
Yamhill County

Right of Way Estimate:

G. & D. Grauer Parcel, 0.36 acre @ $2,100		$750 Rounded
E. & T. McKinley Parcel, Approx. 8.0 acres		
3 acres @ $1,800	$ 5,400	
5 acres @ $2,200	11,000	
Fencing 900 ft. @ $1.50	1,350	
	$17,750	$17,750
TOTAL.		$18,500

There are no foreseeable relocation costs as there are no people, businesses or equipment to be moved.

This estimate is based on the assumption that the water system used by the McKinleys and the Grauers, where it is affected by the construction, will be replaced by the State's contractor.

PAC:hls

NOTED
R. E. NELS

RECEIVED
OCT 20 1978
RESIDENT ENGR.
R. E. NELSON

OREGON STATE HIGHWAY DIVISION sheet 1 of 2

SUMMAR[illegible]BID SCHEDULE--COST ESTIM[illegible] Date 10/12/78

Section: Salmon River Highway - Deer Creek County Yamhill

Kind of Work Bridge Replacement, Grade & Pave Length 1800 Prefix 536-1955

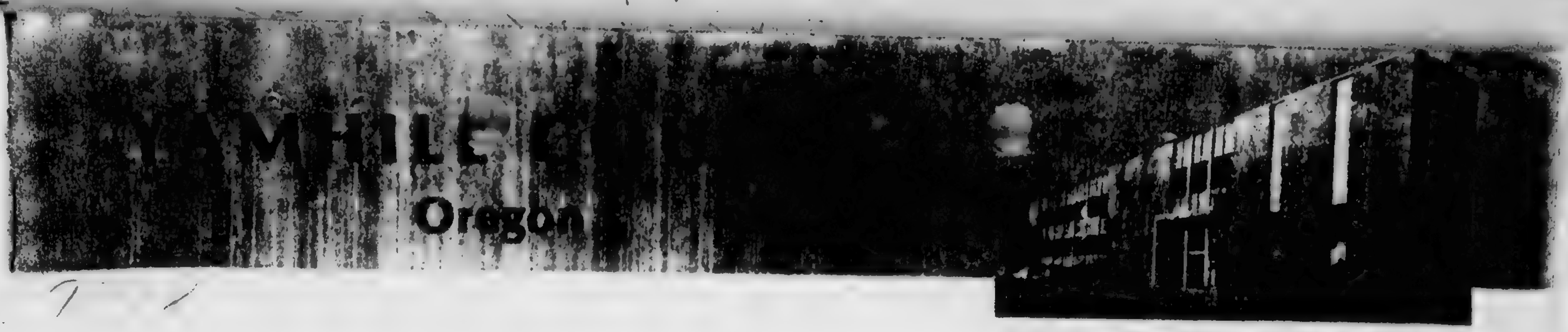
Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization	110	Lump Sum	All	9%	23,884
2	Temp Prot. & Direct. of Traffic	111	Lump Sum	All	1.5%	3,922
3	Temporary Signing	111.91	Sq. ft.	200	6	1,200
4	Flagman	111.91	hour	80	19	1,520
5	Clearing and Grubbing	201.91	Lump Sum	~	1000	1,000
6	Removal of Structures & Obstruction	202.91	Lump Sum	~	3000	3,000
7	Embankment in Place	203.91	Cu. yds.	17,267	3.5	60,435
8	Trench Excavation	206.91	Cu. yds.	25	20	500
9	Finishing Roadbed & Slopes	222.92	Lump Sum	~	2000	2,000
10	Obliteration of Old Roadway	224.91	Sq. yds.	3300	1.00	3,300
11	Watering	233.91	M-Gal	86	12	1,032
12	Shoulder [illegible] Aggregate	304.91	Ton	777	7.5	5,828
13	Cement Treated Base Mix	308.91	Ton	4994	15	74,910
14	Portland Cement in CTB Mix	308.91	Ton	275	85	23,375
15	Asphalt in Seal	308.91	Ton	13	175	2,275
16	Class 'B' Asphalt Conc. Mix	403.91	Ton	2035	20	40,700
17	Asphalt Cement in Mix	403.91	Ton	132	96	12,672
18	Asphalt Tack Coat	407.91	Ton	2	300	600
19	Conc. Culvert Pipe 18"	603.91	Lin. ft.	98	20	1,960
20	Guard Rail Type 2A	606.91	Lin. ft.	250	15	3,750
21	Guard Rail Type 3	606.91	Lin. ft.	100	25	2,500
22	Guard Rail End Pieces Type C	606.91	Each	4	1.25	500
23	Guard Rail Anchors Type 1	606.91	Each	4	300	[illegible]

OREGON STATE HIGHWAY DIVISION
SUMMARY BID SCHEDULE--COST ESTIMA

Sheet 2 of 2
Date 10/12/78

Section: Salmon River Highway - Deer Creek County Yamhill
Kind of Work Bridge Replacement, Grade & Pave Length 2800± Prefix 536-1955

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
24	Fence Type 2	607.91	Lin. ft.	400	5	2,000
25	Class 100 RipRap	620.91	cu. yds.	702	15	10,530
26	Filter Blanket	620.91	cu yds.	95	15	1,425
27	Delineators	623.91	Each	22	20	440
28	Seeding and Mulching	681.91	Acre	4	700	2,800
	Sub Total				-	289,258
	Additional Anticipated Items					
	Structure					300,000
	Right of Way					20,000
	Total					609,258



YAMHILL C
Oregon

BOARD OF COMMISSIONERS

July 27, 1978

RECEIVED

Mr. Phillip O. Stearns
Region II Federal Aid Specialists
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

This letter is in response to your letter of May 24, 1978 on the priority of Yamhill County's Federal Aid Secondary projects.

The Board of Commissioners after reviewing the projects with the County Road Department requests that the projects be placed in the following priority:

Application	Per Stearns Pres Est		Pres Schedule
220,000	380,000	1. Palmer Creek, Market Road #33	June 1979
160,000	410,000	2. Gopher Valley, Market Road #3	June 1979
200,000	858,000 -	3. Willamina Creek, Market Road #10	FIQ 1980
580,000	1,648,000		

The Board feels that because of the higher cost of the Willamina Creek project, we must choose the other two as higher priorities. We prefer to limit our borrowing of funds from future years as much as possible. Thank you for your explanation of funding.

Respectfully,

cc Phil Stearns - FYI
cc Hal Forsteeg
Frank Tergin

John P. Macaulay
John P. Macaulay, Chairman

Colin Armstrong
Colin Armstrong, Commissioner

Ted Lopuszynski
Ted Lopuszynski, Commissioner

cc: Yamhill County Road Dept.

cc. D. E. Swan — Even with advancement of funds there are insufficient for Willamina Cr (Hillcrest Rd - Tindall Cr Rd) 5361956
Please set it back to FIQ 1982

cc's Sent 8/9/78
A Wimer

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: Salmon River Hwy.-Deer Creek
Highway: F.A.S. A696 (Gopher Valley Rd.)
County: Yamhill
Prefix: 536-1955
Res. Engr. L. Weber

Date March 14, 1978
Ten Year Traffic Coefficient 7.6
18 kip s.a. per day 61
R value 9
Frost Penetration - - - -
CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.5"	A.C. (Cl. B)	7.0
8.0"	C.T.B.	14.5
13.0"		24.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs ✓

M

7098

2

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-A 696(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70328

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 3 '77
REFER TO
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

to

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-28-77

FEDERAL ROUTE NUMBER Secondary A696

STATE ROUTE NUMBER County Rd.

GENERAL LOCATION:

"Salmon River Highway-Deer Creek Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC NTE $32,000
F.F. $27,450
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 9-22-77 letter.

DATE 9-28-77

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 22, 1977

TO: G. L. Green, Division Adm.
Federal Highway Administration

FROM: D. E. Swan **Original Signed By D. E. Swan**
Federal-Aid Engineer

SUBJECT: Project Data Submission
Item No. 70328
Project No. RS-A696(1)
Salmon River Hwy.-Deer Creek Section
Yamhill County

Attached is data for the subject project.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-Aid Act.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval at the estimated total cost of $32,000 with an obligation of $27,450 in Federal funds.

One copy each of the State Clearinghouse and District 3 Clearinghouse A-95 review letters of approval were previously forwarded.

DRH:pln
Attached

cc: J. Sheldrake (Region 2)

Budget Bureau No. 41-R2067

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

September 22, 1977

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		Co.Rd., Jct. SR 18, N 1.3 mi.		630	1050	97	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	PE, ROW, Gr., Dr., pave & Str.								RS-	A 696

CARD 4	CLASS OF FEDERAL FUNDS	Rural Secondary	COUNTY NAME	Yamhill	CO
	NAME OF URBAN AREA 17-31	--	ROUTE NO. S	FEDERAL-AID A-696	STATE (32) Co. Rd. (36) (37) U.S. --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			1.3	32,000	27,450	4,550	--
5					**ROW**			1.3	5,000	4,290	355	355(Co.
5					**CONST** (CODE) 6201 X080		"Salmon River Hwy.-Deer Creek Section"	1.3	220,000	188,760	15,620	15,620(Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.3	257,000	220,500	20,525	15,975(Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

12/9/76

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 22, 1977

T LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., Jct. SR 18, N 1.3 mi. 65		630	1050 (66) (70)	97 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	70328 (14) (18)

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
pave & Str. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	A 696 7	(1) 13	(24) (26)	27

Secondary

--

COUNTY NAME Yamhill CODE 071 (14) (16)

ROUTE NO. S FEDERAL-AID A-696 (32) STATE Co. Rd. (36) (37) U.S. -- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53							
			1.3	32,000	27,450	4,550	--	
W			1.3	5,000	4,290	355	355(Co.)	
NST DE) 1 0		"Salmon River Hwy.-Deer Creek Section"	1.3	220,000	188,760	15,620	15,620(Co.)	ROW-40' min; Access Control-None; Parking Restrictions-None.
		PROJECT TOTALS	1.3	257,000 (16) (23)	220,500 (24) (33)	20,525	15,975(Co.)	

VAL DATES

REMARKS

Salmon River Highway - Deer Creek Section

Project No. RS-A696(1)

Existing Facility: Roadway-- Bituminous surfaced 2-lane roadway with gravelled shoulders.

Structure-- Deer Creek Br. No. 11826, MP0.98, Length 56', HC 19', H-20 Loading, timber pile & deck.

Adjacent Sections: South End--Jct. with Salmon River Highway

North End--Same as Existing Facility (Roadway).

Project Data: Work under this project consist of the following:

(1) Preliminary engineering all phases including preliminary engineering by utility forces.

(2) Right of way acquisition all phases including relocation assistance and payments as required.

(3a) Remove existing structure and construct a precast concrete slab span, length approx. 56' & HC 32'. Detour to be constructed if necessary.

(3b) Grade, Drain and High-type pavement on improved alignment to accommodate 2-12' lanes with 4' paved shoulders and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on Sept. 1, 1977.

FHPM 4-1-4 Requirements: State clearinghouse and District 3 clearinghouse A-95 review letters of approval dated November 3, 1976 and November 1, 1976 respectively.

FHPM 7-7-5 Requirements: In conformance with the Oregon Action Plan, Federal Regulations and Statutes.

Note: This project is in Congressional District No. 1.

9048

STATE OF OREGO **INTEROFFICE MEMO**

TO: E. S. Hunter
Technical Services Engineer

DATE: September 9, 1977

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: PROJECT ASSESSMENT
Salmon R. Hwy.-Deer Creek
Gopher Valley Road
Yamhill County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2 : John Sheldrake
District 3 : R. A. Kuehn
Region 2 Geologist: William Fretwell
B. L. Gifford

APPROVED
EIH
DEPUTY STATE HIGHWAY ENGINEER
Date 9-8-77

1-4(

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 1, 1977

In reply refer to: HB.2-OR

SUBJECT: Oregon Project RS-A696(-)
PROJECT ASSESSMENT
Salmon R. Hwy.-Deer Cr.
Gopher VAlley Rd.
Yamhill County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's August 15, 1977, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg. 2, Env.)

RECEIVED
STATE HWY ENGR
SEP 6 '77
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 9, 1977

FROM: Adele L. Egan
Right of Way Office Manager

SUBJECT: Right of Way Services Agreements
#60, #61, Linn County
#62, #63, #64, Yamhill County

[illegible]

TO: Perry Crosley, Acting
Region 2 R/W Supervisor

Enclosed are originals and/or xerox copies of the subject agreements signed by Mr. Boyd June 1 so that you may transmit them to the proper County officials. A copy is also included for your records.

If these are to be a Federal-Aid Project, a prefix will be assigned after programming. If not, we will secure a prefix for you.

AE
mp
Enc.

cc: Cecil Head, w/orig.
Bob Warberg, w/c
Co-City, w/c
Title, w/c
Relocation, w/c

[illegible]
C. HEAD

9098

Mr. Rod J. Henry
Region 2 Right-of-Way Supervisor

February 4, 1977

George N. Hopkins
Local Government Programs Engineer

Right-of-Way Acquisition
Yamhill County

Attached is correspondence from Phil Stearns, Region 2 Federal Aid Engineer, relative to Yamhill County's request to program right-of-way acquisition for federal participation on the county's three FAS-C projects. I realize that field surveys are not underway and that right-of-way requirements are not known at the present time; however, when these two factors are resolved, please submit an estimate of the total acquisition costs for each project so that we can program the proper amounts with FHWA.

GNH/RHP:sch

Attachments

cc w/att: J. B. Boyd
Phil Stearns

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Fas - C
Yamhill Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 1, 1977

FILE:

Phil Stearns

FROM: Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

TO: George N. Hopkins
LOCAL GOVERNMENT PROGRAMS ENGINEER

SUBJECT: Gopher Valley Road FAS A696
Willamina Cr. Rd., FAS A 695
Palmer Creek Rd. A-698
Yamhill County

Attached are letters from County Engineer Dennis West regarding right-of-way acquisition for projects on subject County Roads.

Mr. ~~Grafe~~ West expresses the desire for Federal Aid funding for right-of-way purchase.

Please take appropriate action to program right-of-way acquisition for these projects with the FHWA.

POS/elf

Attach.

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
FEB - 1 1977
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

YAMHILL COUNTY
Oregon

PLA 4-2

COUNTY ENGINEER
Dennis R. West

January 25, 1977

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East State Highway Building
Salem, Oregon 97310

Subject: Proposed FAS-C Project
Salmon River Hwy. - Deer Creek Section
Gopher Valley Road (M.R. No. 3)
FAS-C Hwy. No. A696 (Old FAS-C #113)
Yamhill County

Dear Mr. Stearns:

This letter is to clarify the request of Yamhill County in reference to the necessary right of way acquisition program on the subject project.

Yamhill County desires to employ the State of Oregon, by and through its Department of Transportation, Highway Division to perform right of way services in the acquisition phase and other phases preliminary thereto for the proposed subject project.

Yamhill County does hereby request that all right of way acquisition costs on the subject project be included for Federal Aid participation.

Sincerely yours,

Dennis R. West
County Engineer

DRW/kc

cc: Board of Commissioners

REGION 2 ENGINEER
RECEIVED
Requires Reply
Requires Approval

RECEIVED
COUNTY
CITY
UNIT
Other

November 15, 1976

Yamhill County Board of Commissioners
Courthouse
McMinnville, OR 97128

Attention: **Wanda Catt**
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering construction of the Salmon River Highway-Deer Creek Section of the Gopher Valley Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

7: 11

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

YAMHILL Co.

APPLICANT: Oregon Highway Division

PROJECT TITLE: Dist. #3,FY'77 Annual Program Projects (#70329, 70424, 70422, 70328, and 70327)

DATE: November 3, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 480

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

9-29-76
BEN GIFFORD

PNRS #2

√

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
OCT 12 1976
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 400 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

District -3, FY77 Annual Program Projects for Review

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Yamhill SWCD recommends that: all roadside ditches and cut banks be constructed with slopes suitable for aseeding with adapted plant materials to prevent soil erosion, and suitable for maintenance by mowing or flailing; that constuction sites be protected from erosion and sedimentation until plant materials are established and that excess or side-cast soil material be kept out of flood prone areas and protected by seeding to adapted species. Where road projects adjion cropland, provisi should be made to protect any existing underground drains.

Agency Soil & Water By Charles V. Lile

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT 12 1976
OCT 21 1976

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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(✓) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Anthony J. George J.

pnw

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

RECEIVED
OCT 12 1976
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Earl G. Johnson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible]
OCT 25 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will require a Division of State Lands' fill permit. At that time, agency policy and stipulations will be developed.

Agency Fish & Wildlife By William E. Pitney

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 12 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 480 Due Date: 10-29-76

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☐ Please coordinate the implementation of the proposal with us.
- ☒ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Dwain Hopp for John Gustafson

3

Form 81-734-3039

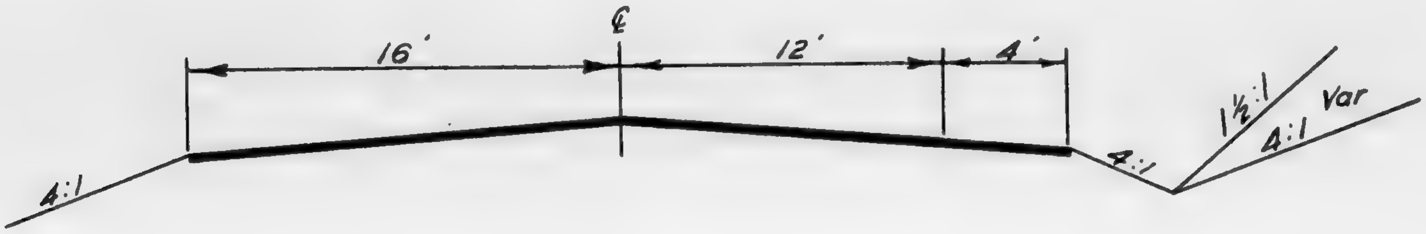
OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Salmon River Hwy. - Deer Creek
Date: October 11, 1976
Highway: Gopher Valley Road (Co.) FAS A696
Authorization No. 1
County: Yamhill
Survey Prefix: 536-1955 (Assigned by Salem office)

Description of termini, route, length, etc.:

The southerly terminus is the intersection of Gopher Valley Road with the Salmon River Highway. The northerly terminus is 0.3 mile northerly of the existing bridge over Deer Creek. Total project length is 1.3 mile.



Purpose of survey:

Purpose of survey is to prepare plans, specifications and cost estimate for grading, paving and bridge replacement.

RS-A696 (1)

Estimate of cost:

Field	901	14,000
Citizen Participation	902	200
County	903	500
Plans	905	1,500
Bridge	906	9,000
R/W	909	500
Soils	910	2,000
Utility	914	100
Hydraulics	918	500
Specifications	921	500
Environmental	923	200
Found. Expl.	926	3,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 32,000
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
for W. Mueller
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

SP*19760-734

9-28-77
FAS-C

N

2

Item: 70422, 70424, 70327, 70328, 70329

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: District 3,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green	Region Engineer: C. O. Fredrickson
H. S. Coulter	District Engineer: R. A. Kuehn
F. E. Terpin	Aeronautics Division
J. B. Boyd	Paul Hartwig, Parks
R. E. Royer	B. L. Gifford
J. H. Versteeg	
Gary Potter	
W. J. Hart	

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Info Invest R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Department of Transportation

03 — 12] **APPLICANT ADDRESS** STREET [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 — 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 — 12] **PROJECT TITLE** [71: District 3, FY 77 Annual Program Projects for Review

11 — 12] **PROJECT LOCATION—CITY**: See Attachment — **PROJECT LOCATION—COUNTY**: Attach. — **PROJECT LOCATION** SEC: T: R: [79: Attach.

05 — **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)**

06 — 12] Please refer to the attached information covering proposed construction projects [71

07 — 12] which funds are anticipated to be obligated during the fiscal year October 1 - [71

08 — 12] September 30, 1977. Item 70422, 70424, 70327, 70328, 70329. [71

09 — 12] [71

10 — 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
629,500	-	51,250	51,250	-	732,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 — 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 — 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: Federal Highway Administration

17 — **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-29-76

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October — 43] DAY [44: 25 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☑ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-29-76

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) Oregon's Action Plan classifies the environmental impact as Category 3 nonmajor.

DISTRICT 3

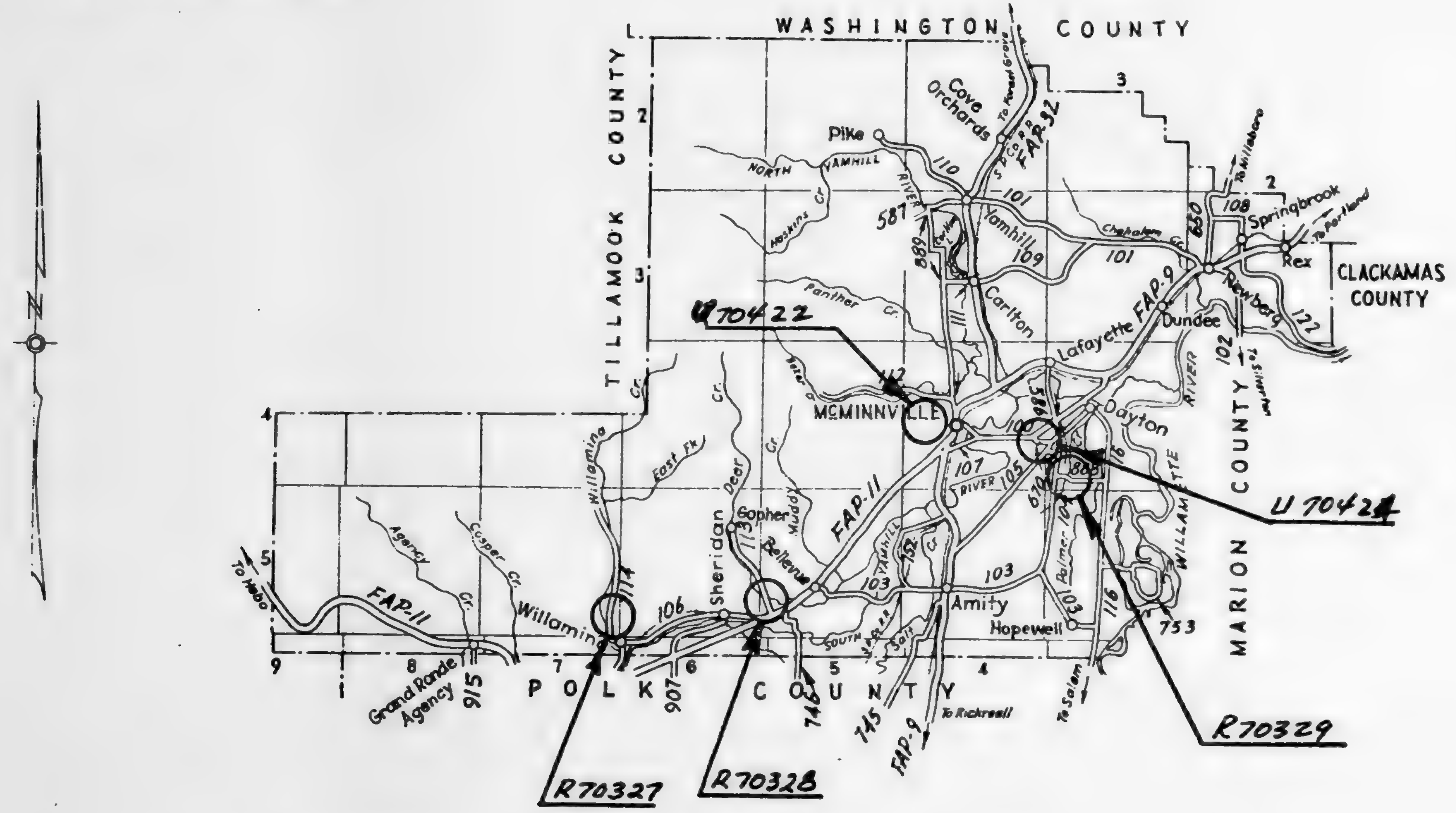
YAMHILL COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. Jan. 1964

"LEGEND"

═ F.A. Primary Highway
═ F.A.S. Highway on State Primary Highway
═ F.A.S. Highway on State Secondary Highway
═ F.A.S. Highway on County Road


N
WASHINGTON COUNTY
TILLAMOOK COUNTY
POLK COUNTY
MARION COUNTY
CLACKAMAS COUNTY
Pike
Cove Orchards
To Forest Grove
FAP-32
To Hillsboro
Springbrook
To Portland
Rex
Newberg
Dundee
Lafayette
FAP-9
Carlton
Yamhill
McMINNVILLE
Dayton
Amity
Hopewell
Sheridan
Gopher
Bellevue
Willamina
Grand Ronde Agency
To Hebo
FAP-11
To Rickreall
To Salem
To St. Paul
NORTH YAMHILL RIVER
SOUTH YAMHILL
WILLAMETTE RIVER
Hoskins Cr.
Panther Cr.
Chehalem Cr.
Agency Cr.
Casper Cr.
East Fk.
Deer Cr.
Muddy Cr.
Salt Cr.
Palmer
587
889
110
101
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108
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985
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104
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152
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753
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915
746
745
U 70422
U 70424
R 70327
R 70328
R 70329
1
2
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YAMHILL COUNTY
Proposed FAS-C Project

70328

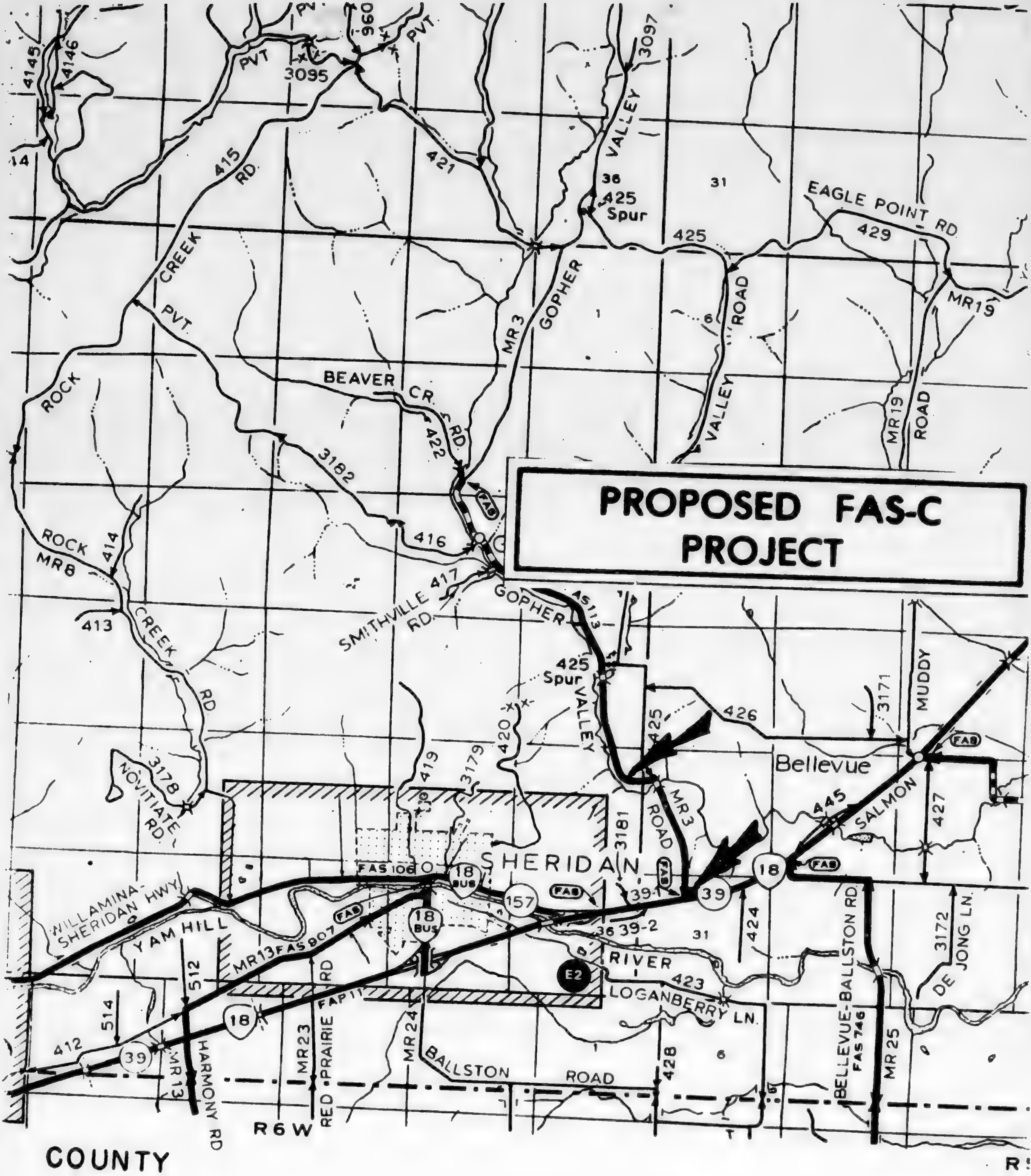
Salmon River Highway-Deer Creek Section
Gopher Valley Road, Market Road No. 3
FAS A696
Grade, pave, structure; 1.0 mile
$220,000

Grade, drain, base and pave one mile of roadway partially on revised alignment, with two 11-foot lanes and 4-foot gravel shoulders; and construct a bridge over Deer Creek approximately 60 feet long with a 32-foot roadway and no sidewalks. All work to be done by contract.

Additional right-of-way will be required and a public hearing offered.

State will perform all engineering, plus right-of-way negotiations and acquisition for County.

76-f
9/13/76


PROPOSED FAS-C PROJECT
SHERIDAN
Bellevue
ROCK CREEK RD
BEAVER CR. RD
GOPHER VALLEY ROAD
EAGLE POINT RD
SMITHVILLE RD
NOVITIATE RD
WILLAMINA-SHERIDAN HWY
YAM HILL RIVER
LOGANBERRY LN.
BALLSTON ROAD
HARMONY RD
RED PRAIRIE RD
BELLEVUE-BALLSTON RD
DE JONG LN.
MUDDY
SALMON
R6W
COUNTY

70328

9091

4.

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

AGENDA
SEP 28 1976

SUBJECT: Proposed FAS-C Projects

Attached are tabulations and maps describing and locating fifteen proposed federal-aid secondary projects.

Benton County has requested a project to pave the Bellfountain Road-Pacific Highway West Section (3.15 miles) of Greenberry Road. Estimated cost of the project is $300,000 with the cost to the State being approximately $21,000.

Clackamas County's request is for construction of the Pudding River (Red) Bridge Section of Arndt Road. The project consists of a 200-foot long bridge and a large overflow culvert structure with a total estimated cost of $460,000. Cost to the State would be approximately $32,000.

Harney County is requesting a project to surface and oil 7.2 miles of the Frenchglen Highway-Diamond Maintenance Station Section of the Old Diamond Highway at an estimated cost of $205,000. Cost to the State will be approximately $14,350.

Linn County has applied for a project to construct the Thomas Creek (Weddle) Bridge Section of Kelly Road. The new bridge will be 250 feet long and cost an estimated $200,000 with State matching money of approximately $14,000.

Another project Linn County has applied for is construction of the Upper Callapooya River Bridge Section on Callapooya River Road. This 240-foot long bridge will cost an estimated $250,000. The State's share of the cost would be approximately $17,500.

Marion County is requesting a project to construct a new bridge over the Pudding River on Nussom Road. The new bridge will be 300 feet long with a 30-foot roadway at an estimated cost of $350,000. State matching funds will be approximately $24,500.

Form 81-734-3123

Polk County is requesting a 3.5-mile project to grade, pave and widen one structure on the Godsey Road-Pacific Highway West Section of Clow Corner Road. Estimated cost of this project would be $250,000 including State matching funds in the amount of $17,500.

Tillamook County's request is for construction of the Nehalem River (CCC) Bridge Section on Foss Road. The new bridge will be 275 feet long and estimated to cost a total of $400,000 including State funds of $28,000.

Umatilla County has applied for a 1.2-mile project to grade, drain, curb, base and pave the Hermiston Highway-Umatilla/Stanfield Highway Section of Highland Avenue at an estimated cost of $240,000 with State funds of approximately $16,800.

Umatilla County has also requested a project to replace the McKay Creek (Shaw) Bridge on Spring Hollow Road at an estimated cost of $90,000 including State matching funds of $6,300.

Union County's project request is for construction of the Lookingglass Creek (Palmer Junction) Bridge Section of Forest Boundary Road. The 70-foot long bridge is estimated to cost a total of $100,000 including approximately $7,000 State funds.

Washington County has applied for a project to grade and pave the Tualatin Valley Highway-South City Limits (Cornelius) Section of South 10th Avenue and Golf Course Road at an estimated total cost of $340,000 including State matching funds of $23,800.

Yamhill County has requested three projects. The first is for construction of the Salmon River Highway-Deer Creek Section of Gopher Valley Road at an estimated cost of $220,000 including State funds of $15,400.

The second project is to grade and pave the 1.4-mile Hillcrest Road-Tindell Creek Road Section of Willamina Creek Road which is estimated to cost $200,000 utilizing $14,000 of State matching funds.

The third project is for construction of the Lafayette Highway-Webfoot Road Section of Palmer Creek Road. Estimated cost for this project is $160,000 including State funds of approximately $11,200.

This group of projects will appear on the agenda for your consideration at the September 28 meeting. I recommend your approval and request authority to sign the project agreements following negotiations.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
W. E. Schwartz

YAMHILL COUNTY
Proposed FAS-C Project

Salmon River Highway-Deer Creek Section
Gopher Valley Road, Market Road No. 3
FAS A696
Grade, pave, structure; 1.0 mile
$220,000

Grade, drain, base and pave one mile of roadway partially on revised alignment, with two 11-foot lanes and 4-foot gravel shoulders; and construct a bridge over Deer Creek approximately 60 feet long with a 32-foot roadway and no sidewalks. All work to be done by contract.

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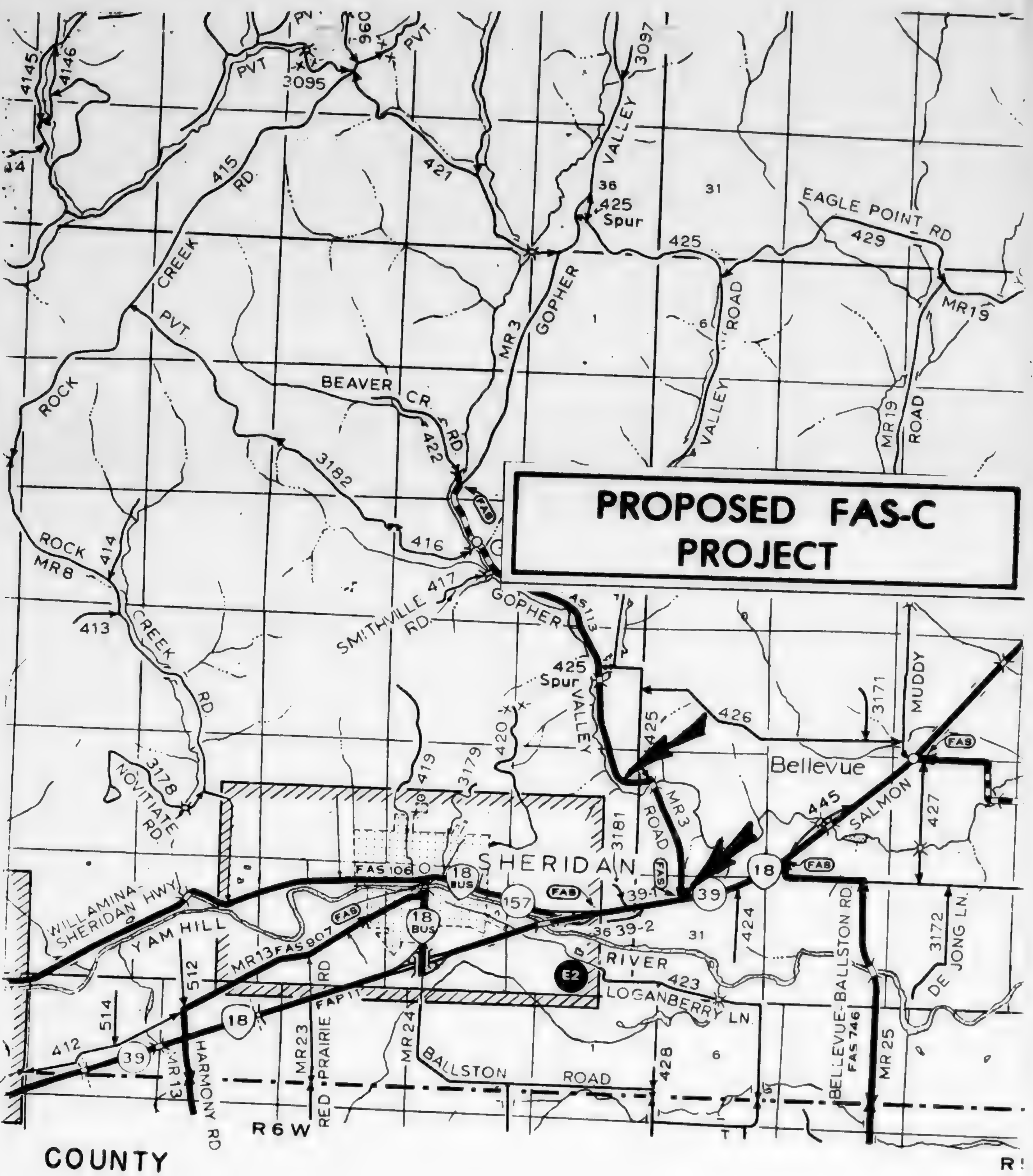
State will perform all engineering, plus right-of-way negotiations and acquisition for County.

76-f
9/13/76



PROPOSED FAS-C PROJECT

PVT
960
3095
4145
4146
3097
421
415
RD.
CREEK
VALLEY
36
425 Spur
31
EAGLE POINT RD
429
425
MR19
ROAD
GOPHER
MR3
PVT.
ROCK
BEAVER CR. RD
422
3182
VALLEY
MR19
ROAD
ROCK
MR8
414
416
FAS
SMITHVILLE 417 RD.
GOPHER
413
CREEK
RD
425 Spur
VALLEY
425
426
3171
MUDDY
420
3178
NOVITIATE RD
419
3179
Bellevue
445
SALMON
427
FAS
3181
ROAD
MR3
SHERIDAN
FAS 106
18 BUS
157
FAS
39-1
39
18
FAS
WILLAMINA-SHERIDAN HWY
YAM HILL
MR13 FAS 907
18 BUS
36 39-2
31
424
BELLEVUE-BALLSTON RD
FAS 746
3172
DE JONG LN.
RIVER
E2
423
LOGANBERRY LN.
512
514
18
412
39
MR13
HARMONY RD
MR23
RED PRAIRIE RD
FAP 11
MR24
BALLSTON ROAD
428
6
MR25
R6W
COUNTY
R5

fas 113/114/888
Yamhill Co

Salem, Oregon
March 1, 1976

Robert H. Prange
Rural Engineer

Proposed FAS-C Projects
FAS 113, 114, 888
Yamhill County

Mr. Phil Stearns
Region 2 Federal Aid Engineer
East Salem Highway Building

Yamhill County's applications for three proposed FAS-C projects have been reviewed and found to be reasonable; however, the county's request was received too late to get on the list to use existing accumulated unreserved FAS funds. Therefore, we will hold their project applications pending legislation by Congress and the allocation of new FAS funds.

We had about $2,464,000 left in the unreserved account; however, it took only eight out of the 20 projects which were filed prior to Yamhill County's proposal to deplete the funds. As soon as Congress passes its new Federal Aid Highway Act and appropriates the federal aid highway funds, we will process the county's applications. This will probably occur in June which will be too late to develop and construct the projects during the 1976 construction season.

RHP:sch

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

9098

YAMHILL COUNTY
Oregon

COUNTY ENGINEER
Dennis R. West

2.

January 30, 1976

Mr. Phil Stearns
Region II Federal Aid Engineer
East State Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

Subject: Proposed Gopher Valley Road Project, FAS 113, Yamhill County.

Enclosed herewith please find a request for a County Road FAS-C project. This project is located on Gopher Valley Road, Market Road 3, (~~FAS 113~~) A67. in Yamhill County, Oregon. The proposed project consists of the construction of a new structure on new alignment where the roadway crosses Deer Creek. It is anticipated that there will be several revisions necessary to the existing horizontal and vertical alignments. It is desired that as much of the existing roadway surface can be utilized as possible in the new or completed project. Most of the work that is anticipated as part of the road construction would be overlaying the existing pavement and widening the shoulders and providing an adequate base for those shoulders.

There are two existing curves near the North end of the project in the vicinity of the Deer Creek crossing which are extremely sharp. It is hoped that these curves can be flattened. We do request a deviation from the State Highway Standards for the type and amount of traffic on this road and recommend that the Federal Regulations printed in 1969 be followed which will permit the installation of ten to twelve degree curves in this area. The County feels that the ten to twelve degree curves are the only thing that are economically feasible to be installed at this time considering the LCDC goals for conserving agricultural lands wherever possible. We feel that this would provide the least environmental impact to the area if these deviations be allowed.

This project will require some additional right of way. There are no

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COUNTY & CITY SECTION
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☐ [illegible] ☐ CE ☐ RE ☐ RPE ☐

anticipated problems with acquiring this additional right of way.

The County desires that the right of way acquisition, negotiation, etc. and the preliminary engineering and design be performed by the State and that these items will be included in the Federal matching moneys for the total project.

I've also enclosed a small scale vicinity map to locate the proposed project as part of the application.

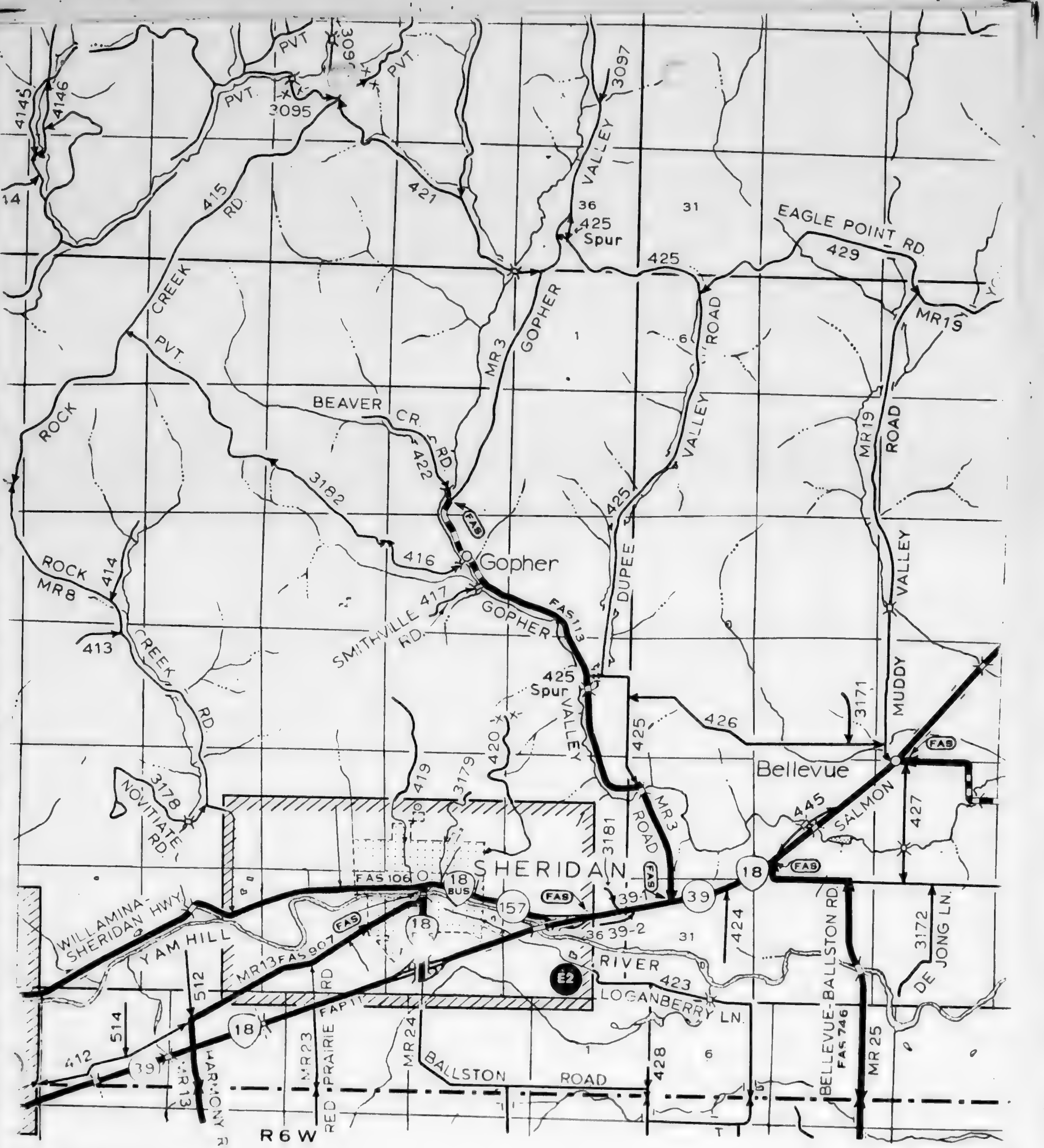
If you have any further questions or need additional clarification on this project, please contact this office.

Respectfully submitted,

Dennis R. West
County Engineer

DRW/kc
Encl.

cc: Yamhill County Board of Commissioners



PVT
3095
3097
4145
4146
14
415
RD.
421
VALLEY
36
31
425 Spur
425
EAGLE POINT RD.
429
MR19
ROCK
CREEK
PVT.
GOPHER
MR3
1
6
ROAD
BEAVER CR. RD.
422
3182
VALLEY
425
DUPEE
FAS
416
Gopher
ROCK
MR8
414
SMITHVILLE 417 RD.
GOPHER
FAS113
413
CREEK RD.
MUDDY
3171
426
Bellevue
FAS
3178
NOVITIATE RD.
419
3179
420
3181
ROAD
MR3
445
SALMON
427
SHERIDAN
FAS 106
18 BUS
157
FAS
39-1
39
18
WILLAMINA-SHERIDAN HWY
YAM HILL
MR13 FAS 907
18
36 39-2
31
424
RIVER
423
E2
LOGANBERRY LN.
3172
DE JONG LN.
BELLEVUE-BALLSTON RD.
FAS 746
MR 25
512
514
412
39
FAP 11
RED PRAIRIE RD
MR23
MR24
BALLSTON ROAD
428
1
6
MR13
HARMONY RD
R6W
R

COUNTY

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Yamhill FAS No. 113 Date January 30, 1976
County Road Name Gopher Valley Road, Market Road No. 3
Section Name Salmon River Highway--Deer Creek
Type of Project Grading, Paving and Structure
Location of Project (Attach sketch map) ______
ADT 610 (1974) Design Speed 55

Is this request for county bridge design only? Yes ______ No X
county FAS bridge design? Yes X No ______
Will County hire consultant for this project? Yes ______ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Low class asphaltic concrete Total Travel Width 20'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type crushed rock Width Each Side 2' to 4'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 24' to 28'

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract X

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract X
Has base design been given to County? Yes ______ No X
Will it be furnished? Yes X No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract X

6. Binder Course:
By County ______ County Date of Completion ______ By Contract X

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract X

8. Clearing:
By County ______ County Date of Completion ______ By Contract X

9. Curbs:
Curbs Required? Yes ______ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
N/A
Width between curbs N/A

COST TOTAL FED STATE COUNTY

1976 1996

ADT

DHV

7/.

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COUNTY & CITY SECTION
FEB 10 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes _______ No X
If answer is No, which of the following applies?
Contrary to public safety ______ Cost excessive to need or use ______
Sparse population X Area exempt from bike law ______
What is desired width of trail or walkway N/A ft.
What type of surface treatment is desired N/A
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes N/A No ______
What type of separation from roadway will be used? N/A
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes N/A No ______
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes X No ______

12. Will replacement be by: County ______ Contract X
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ___ No X

14. Will County adjust structure to additional width? Yes ___ No X

15. Will adjusted width be standard? Yes ___ No ___ N/A
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes X **No** ___

17. Does County wish sight posts installed? Yes X **No** ___

18. Does County wish State to permanently stripe **project? Yes ___ No** X

19. Will County do striping? Yes X **No** ___

20. Does County wish guardrail installed? Yes X **No** ___

By County ______ Contractor X
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes X No ___
By seeding and mulching Yes X No ___
By rock blanket Yes X No ___
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ___ No X

23. Can through traffic be detoured? on existing road Yes X No ___

24. Must new detour be constructed? Yes ___ No X

25. Will detour be constructed and maintained by County? Yes ___ No X

26. Will detour be constructed & maintained by Contractor? Yes X/ No ___
if necessary

27. Will County sign project outside work area during construction?
Yes ___ No X

28. Will Contractor sign project outside work area during construction?
Yes X No ___

29. Should contract provide for permanent signing? Yes ___ No X

30. Should State do permanent signing? Yes ___ No X

31. Will traffic signals be required? Yes ___ No X
If yes, give location and type desired ___

32. Is project contingent upon other factors? Yes ___ No X
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain ___

Remarks re Section I: ___

II. BRIDGE PROJECT DATA

1. Name of river or stream Deer Creek Br. No. 11826

2. Name of bridge Deer Creek, MP 0.98

3. Dimensions of existing bridge. Length 56' Roadway Width 19'

4. Type of design and material used in existing bridge. H-20 loading, timber, piles, pile caps, stringers, deck, hand rails

5. Location (please attach map with location marked): ___
Section 30 Township 5S Range 5W W.M.

6. Desired width of proposed bridge 32' Approx. length 56'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. **Are sidewalks desired?** Yes____ No X

Upstream________ Downstream________ Width________

8. Does County wish a particular type of bridge design? Yes X No____

(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) concrete piling, concrete pile caps, precast concrete slabs.

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No X

Explain Bridge to be constructed by contractor as portion of contract.

10. Foundation Testing: By County? Yes____ No X

By State? Yes X No____

11. Will County close road during construction? Yes____ No X

12. Can presently established road be used as detour? Yes X No____

13. Must a new detour be constructed? Yes____ No X

14. Will detour be constructed & maintained by County? Yes____ No N/A

15. Will detour be constructed & maintained by Contractor? Yes X No____

16. Will County sign project outside work area during construction?

Yes____ No X

17. Will Contractor sign project outside work area during construction?

Yes X No____

18. Approaches or Connections by County Yes____ No X

by Contractor Yes X No____

Traveled surface: Type AC Width 24'

Shoulder surface: Type AC Width 4'

(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?

Yes X No____

N.W. quadrant distance from structure about 200'

N.E. quadrant distance from structure________

S.W. quadrant distance from structure________

S.E. quadrant distance from structure________

20. **Guardrail:** Desired on approaches or connections: Yes__X__ No_____
By County _______ Contractor__X___
Right side only? Yes______ No__X___
Both sides? Yes__X__ No_____ where applicable

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes__X__ No_____
Use for detour? Yes__X__ No_____
Removed by County? Yes__X__ No_____
Removed by Contractor? Yes_____ No__X__
Salvaged by Contractor for County? Yes_____ No__X___

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__X__
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No___X____ Size___________
Company____
b. Sanitary sewer mains: Yes________ No___X____ Size___________
Company____
c. Storm sewer: Yes________ No___X____ Size___________
Company____
d. Gas mains: Yes________ No___X____ Size___________
Company____
e. Power lines: Yes________ No___X____ Size___________
Company____
f. Telephone lines: Yes________ No___X____ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No___X____

25. Does County wish lightpost bases and conduit installed?
Yes________ No___X____

26. Does County wish complete job of illumination in project?
Yes________ No___X____

27. Is project contingent upon other factors? Yes_______ No___X___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____________________

____

____

____

Remarks re Section II: ____________________

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No______
   By Consultant? Yes______ No__X__
   By County? Yes______ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes______ No__X__

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No______
   By Consultant? Yes______ No__X__
   By County? Yes______ No__X__

4. **Does County desire center line to be permanently monumented as part of project? Yes__X__ No______**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes______ No__X__**
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40' Minimum 40'

2. Is any additional right-of-way needed? Yes X No____

3. Will right-of-way be acquired by: Resolution____ or Deed X

4. Should State prepare options? Yes X No____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? N/A Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes____ No X

7. Is there any merchantable timber on right-of-way? Yes____ No X

8. Will timber be reserved for owner? Yes____ No____ N/A
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No____ N/A

10. Is a hearing necessary? Yes X No____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No X
If yes, give type and name of utility company:____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No____
If yes, give type and name of utility company: United Telephone Company of the Northwest and Portland General Electric Company

13. Are utilities on existing right-of-way by permit yes or by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No X
If yes, give name of irrigation company or district____
and dates between which water can be turned off: From____
To____

15. Are there any railroad crossings? Yes____ No X

16. Name of Railroad N/A

17. Number of tracks: Mainline N/A Siding ______ Total ______

18. Sight Distance: N/A (Left) ____________ (Right)

19. Number of Trains: Passenger N/A Speed ________
Freight ____________ Speed ________

20. Angle of Intersection: N/A

21. Type of Existing Crossing:
Grade N/A
Overcrossing ______
Undercrossing ______

22. Existing Protection: N/A
Advance warning signs ______ Automatic flashing ______ Stop signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: N/A

24. Are there to be stopping lanes for buses and trucks, etc. N/A
Yes ______ No ______

25. Will railroad crossing be altered: Yes N/A No ______
If yes, specify: ____________

26. Traffic Control Signing:
To be part of project? Yes ______ No X
By County? Yes X No ______
By State at County expense? Yes ______ No X
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No X
By County? Yes X No ______
By State at County expense? Yes ______ No X

28. Does County wish State to prepare P.U.C. hearing data? Yes N/A No ______

29. Will P.U.C. application be made by State N/A or County ______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ____________

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry yes Cinders ______

2. Owner: County ____ State ____ Private X Other ____

3. Location: several in/immediate vicinity. Section ____ Township ____ Range ____ W.M.

4. If County lease, what are royalty payments? N/A

5. Materials furnished by County: No materials furnished Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ______
   Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ 220,000.00

2. Available FAS Funds $ 583,768.00 includes match money.

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount ______

4. Date match money is available July 1, 1976

5. Will there be any 100% County money? Yes ____ No X

6. Maximum amount of 100% County money available: $ N/A

7. Date County requests letting: As Soon As Possible

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Colin Armstrong
County Judge or Comm. Chairman

By Ted Lopuszynski
County Commissioner

By ______
County Commissioner

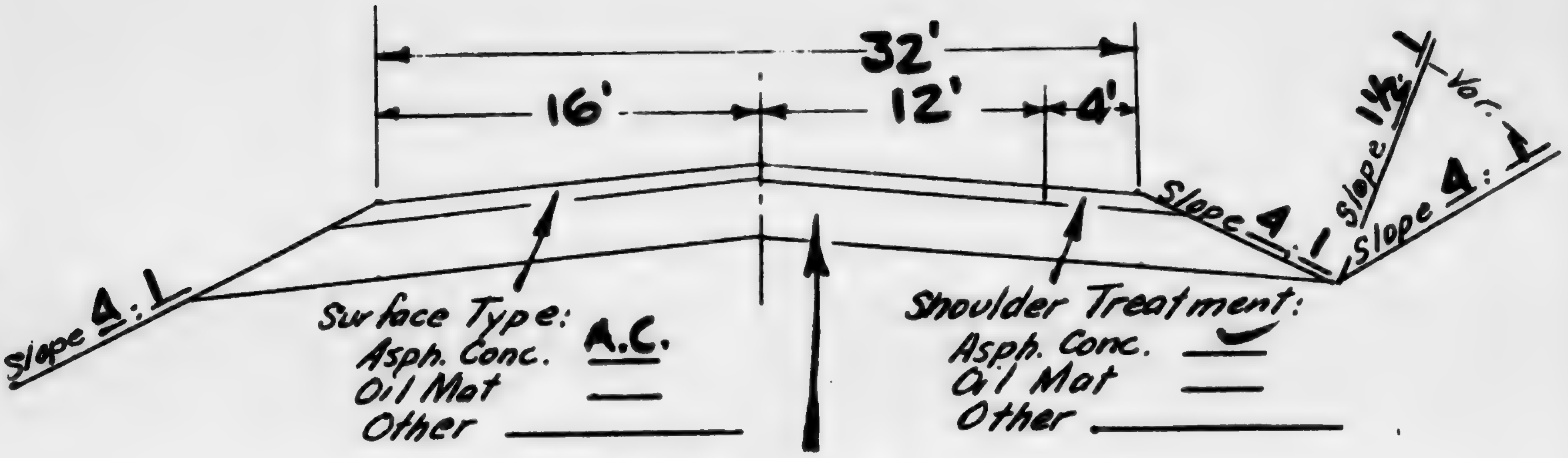
By ______
County Engineer or Roadmaster

County Yamhill
Date February 3, 1976

______
O.S.H.D. Field Engineer

Date ______

TYPICAL SECTION



32'
16'
12'
4'
Slope 4 : 1
Slope 4 : 1
Slope 1½ : 1
Var.
Slope 4 : 1

Surface Type:
Asph. Conc. **A.C.**
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ✓
Oil Mat ___
Other ___

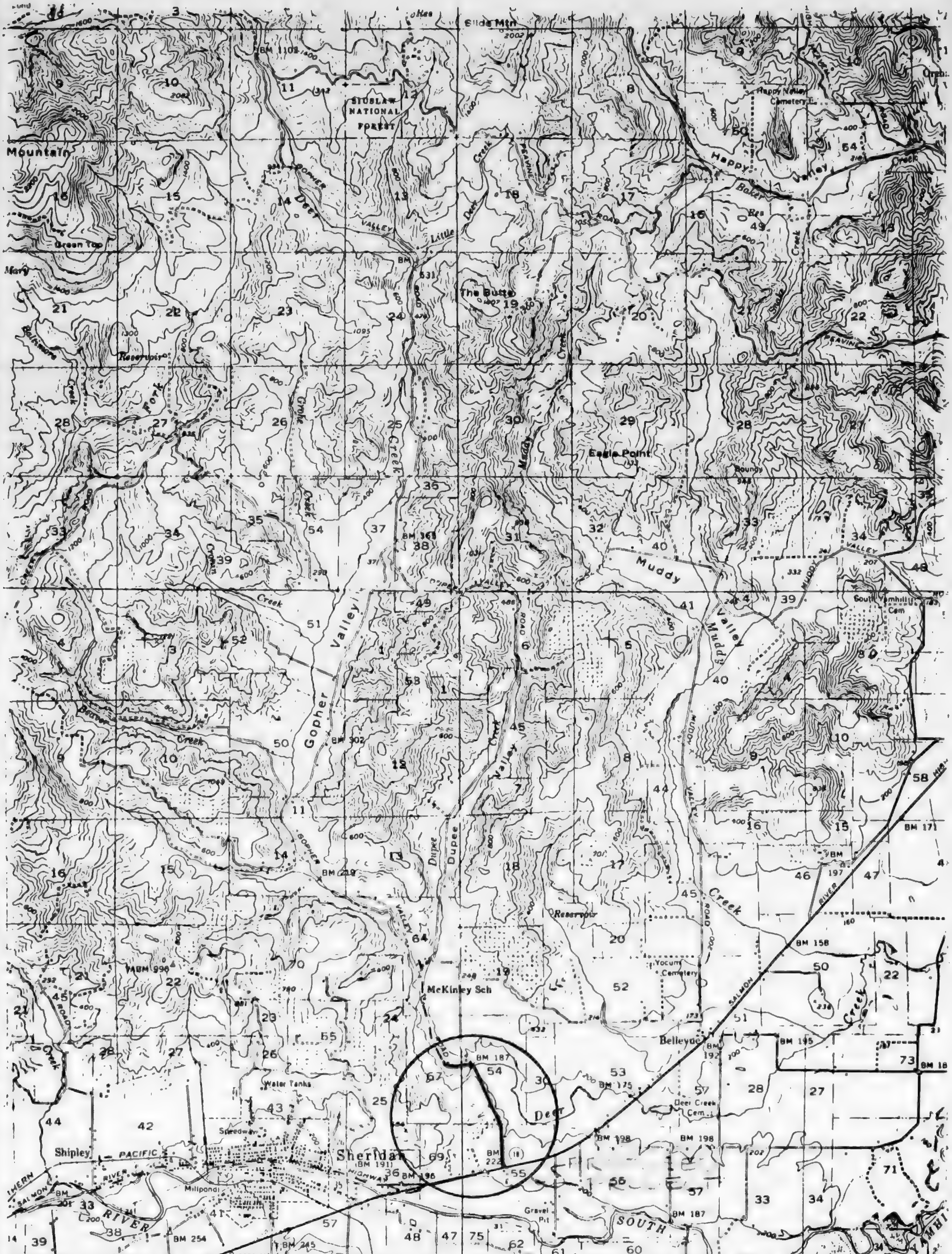
Type of Base:
Pit or Quarry Run ___
Crushed Stone ✓
Asph. Treated ___
Cement Treated ___

Slope _ : _
Slope _ : _

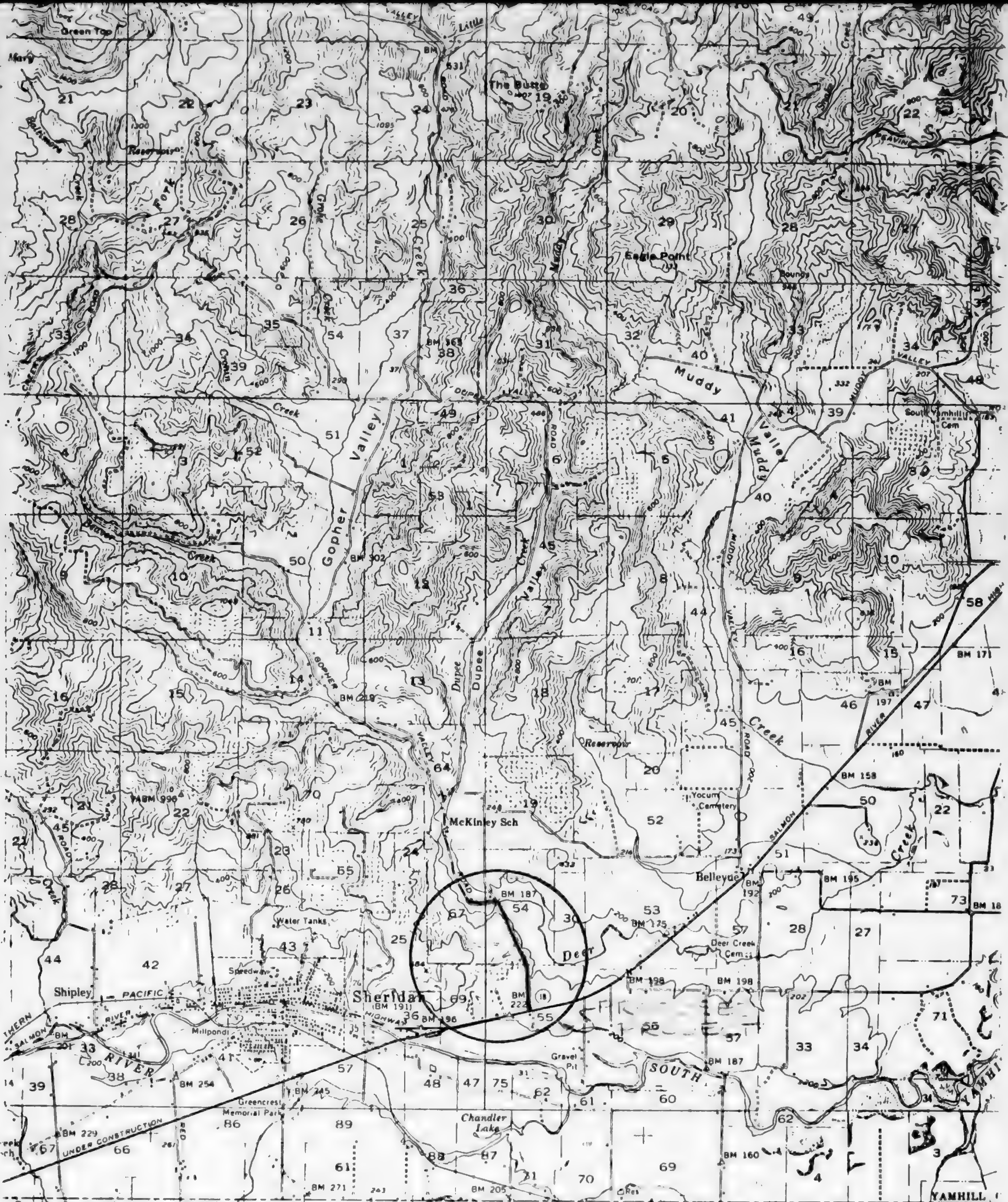
No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___



Slide Mtn
BM 1102
SIUSLAW NATIONAL FOREST
Mountain
Green Top
Mary
Reservoir
Fork
Creek
Gopher Valley
Deer Creek
Little Deer Creek
The Butte
Eagle Point
Boundy
Muddy Creek
Muddy Valley
Happy Valley
Happy Valley Cemetery
Baker Creek
South Yamhill Cem
Dupee Valley
Dupee
Creek
Road
McKinley Sch
Yocum Cemetery
Reservoir
Belleyue
Deer Creek Cem.
Water Tanks
Speedway
Sheridan
BM 191
Shipley
Millpond
Pacific Highway
Salmon River
South Yamhill
Gravel Pit
Greencrest
Chandler
BM 187
BM 198
BM 175
BM 195
BM 158
BM 171
BM 222
BM 196
BM 245
BM 254
BM 302
BM 219
BM 361
BM 531
2002


Green Top
Mary
Reservoir
Fork
Creek
The Butte
Little
Eagle Point
Bounds
Muddy
Valley
Muddy Valley
South Yamhill Cem
Gopher Valley
Gopher Valley
Creek
Dupee Valley
Dupee Creek
Reservoir
Yocum Cemetery
McKinley Sch
Bellevue
Deer Creek
Deer Creek Cem
Salmon River Highway
Sheridan
(BM 191)
Speedway
Water Tanks
Shipley
Pacific
Salmon River
Millpond
Highway
Greencrest Memorial Park
Under Construction
Chandler Lake
Gravel Pit
South
Yamhill
Prairie Road
Southern Pacific
Ball Cem
Ballston
Yamhill Co
Polk Co
Broadr
BM 531
BM 363
BM 302
BM 210
BM 998
BM 187
BM 222
BM 196
BM 175
BM 192
BM 195
BM 198
BM 171
BM 197
BM 158
BM 18
BM 187
BM 254
BM 245
BM 229
BM 271
BM 205
BM 160
BM 161
BM 176
BM 26
BM 132

1980 Dundee (S.W. 5th St.) Sec. 9099
in Dundee. (Grading & paving)

C4A 6811

12·8·78

Form 734-1085 9099

P

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Dundee
City Hall
Dundee, Oregon 97115

Date October 6, 1980
Invoice No.
P.O. No.
Crew No.

FINAL BILLING: S.W. 5th Street
City Street
SCA Project, Agreement 6811

Total Project Cost (Including PE)		$59,528.11
Less: State SCA Share	$25,000.00	
State PE Share	5,052.79	30,052.79
City Share		$29,475.32
City Advance Deposit		27,073.41
BALANCE DUE STATE		$ 2,401.91

Prefix: 336-1466 PE
336-1730

Approved by D E Swan
D. E. Swan
Operation Programming Engineer

cc w/Attachment:
Phil Stearns, Region 2

OREGON STATE HIGHWAY DIVISION

DATE October 6, 1980

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1979

Contract # 9099

Construction Prefix 336-1730

P.E. Prefix 336-1466

Street S.W. 5th Street

City DUNDEE

Agreement No. 6811

CONSTRUCTION COSTS:		
* Payments to Contractor	$ 48,986.91	
Const. Engineering & Contingencies	3,864.96	
TOTAL CONSTRUCTION COSTS		$ 52,851.87
PRELIMINARY ENGINEERING COSTS:		
State Share P.E.	$ 5,052.79	
** City Prorated Share	1,623.45	
TOTAL P.E. COSTS		$ 6,676.24
TOTAL PROJECT COSTS		$ 59,528.11
Less: Agreed State Share		
State Share P.E.	$ 5,052.79	
State SCA Share	25,000.00	
TOTAL AGREED STATE SHARE		$ 30,052.79
AGREED CITY SHARE		$ 29,475.32
CITY ADVANCE DEPOSIT		$ 27,073.41
BALANCE DUE STATE		$ 2,401.91

Reference: Outside Billing CC 2075

* Includes $17.96 Interest on Retainage

** $\$6,676.24 \frac{(\$12,851.87)}{(\$52,851.87)} = \$1,623.45$

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-3-80	CC-2075		336-1466 (P.E.) 336-1730 (Const.)

BILL TO: Code:

City of Dundee
City Hall
Dundee, Oregon 97115

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)		QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ITEMIZED STATEMENT S.W. 5th Street City Street SCA Project, Agreement No. 6811				
Total Project Costs (Construction & P.E.)				$59,528.11
Less: Agreed State Share (SCA)	$25,000.00			
Agreed State P.E. Share	5,052.79			
Total State Share				30,052.79
CITY SHARE				$29,475.32
Less Advance Deposit				27,073.41
(Please send copy of itemized statement with billing)				

Advance Deposit Amount .... $ 27,073.41

Advance Deposit Previously Transferred to Highway Fund .... $ 21,573.41

Balance .... $ 5,500.00

Transfer to Highway Fund .... $ 5,500.00

Refund Due .... $ - - -

Partial or final request for billing FINAL

Number of the previous request in connection with this service. -0-

Amount Due . . . . . $ 2,401.91

Submitted by: Ken Husby
Ken Husby

Approved: D E Swan
D. E. Swan

SP*35736-734

```
                                                                                              STATE
DUNDEE-SW 5TH ST              CONT NO 0000 & FA PROJ NOS
                                  336    1466     901      00  RES. ENGR.                  2,147.68
                                  336    1466     905      00  FINAL DESIGN                1,513.10
                                  336    1466     905      00 &FINAL DESIGN                  401.40
                                  336    1466     906      00  BRIDGE DESIGN                   1.40
                                  336    1466     910      00  SOILS & GEOLOGY               938.29
                                  336    1466     910      00 &SOILS & GEOLOGY                 5.00
                                  336    1466     911      00  SIGNING (TRAFFIC DEPT)        319.59
                                  336    1466     914      00  UTILITY LIAISON                 2.00
                                  336    1466     921      00  SPECIFICATIONS              1,329.76
                                  336    1466     922      00  ADMIN. SERV. ENGR.             18.12
```

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TOTAL TO DATE JOB COST SUMMARY                                         AUGUST 1980         PAGE  396
                                                                          FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                             ** JOB TOTALS **               **               **   6,676.34

                                                                                                   STATE
W MAIN ST(WILLAMINA)           CONT NO       FA PROJ NOS                           166.03         5,232.18
                                  336    1474     901      00         418.66     1,668.94         1,668.94
                                  336    1474     905      00         234.24       234.24           234.24
                                  336    1474     905      00 &       521.08       521.08         1,100.41
                                  336    1474     910      00                                       132.94
                                  336    1474     911      00         521.79       521.79           521.79
                                  336    1474     921      00          17.09        21.22            21.22
                                  336    1474     922      00
                                             ** JOB TOTALS **       1,712.86  **  3,133.30  **    8,911.72  **

                                                                                                    TATE
DAVIS LK-WILL HY,CASCADE LKS   CONT NO       FA PROJ NOS                                            444.24
                                  518    1434     911      00                                       151.31
                                  518    1434     918      00                                     1,315.36
                                  518    1434     923      00
                                             ** JOB TOTALS **                 **              **  1,910.91  **

                                                                                                   STATE
CASCADE LCKS HWY-HERMAN C      CONT NO 0000 & FA PROJ NOS                                            66.45
                                  614    1496     901      00                                     3,541.96
                                  614    1495     905      00                                     2,617.30
                                  614    1496     910      00                                       187.30
                                  614    1496     920      00                                     1,123.39
                                  614    1496     921      00                                         3.96
                                  614    1496     922      00
                                             ** JOB TOTALS **                 **              **  7,540.36  **
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TAL TO DATE JOB COST SUMMARY                                                   AUGUST 1980         PAGE  401
                                                                                  FISCAL           GRAND TOTAL
SCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE        TO DATE

PNWOOD-ALIMO-W 2ND ST ENTPRS CONT NO       FA PROJ NOS                                                        STATE
                                   332   1710      900        00                    19,000.00          25,000.00
                                            ** JOB TOTALS **                  **    19,000.00   **     25,000.00  **

DUNDEE(SW 5TH ST)             CONT NO 9099 = FA PROJ NOS                                                      STATE
                                   336   1730      201        00 WORK PERFORMED BY CONTRACTOR          48,968.95 } CONTRACT
                                   336   1730      204        00 RETAINAGE   2,448.45    2,448.45                }  PAYMENT  = $48,986.9
                                   336   1730      206        00 INTEREST ON FINAL 17.96 PAYMENT 17.96         17.96 }
                                   336   1730      295        00 SCA TRANSFER                                  21,573.41
                                   336   1730      296        00 STATE TRANSFER                                21,573.41CR
                                   336   1730      900        00 ENGR.       12.57          120.10              3,864.96
                                            ** JOB TOTALS **      2,478.98    **     2,586.51   **     52,851.87  **

                                      MAJOR CLASS 17 TOTALS       185,501.34       290,439.12       2,279,028.70

ASTORIA BR R/W                CONT NO      * FA PROJ NOS                                                      STATE
                                   004   1802      411        00 0                                    329.56
                                   004   1802      413        00                                        7.70
                                   004   1802      429        00 0                                    777.45CR
                                   004   1802      900        00                                      164.18
                                   004   1802      900        00 0                                    639.80
                                   004   1802      930        00 0                                     44.38
                                            ** JOB TOTALS **                  **                **        408.17  **

32 CONCRETE PIERS             CONT NO 6124 * FA PROJ NOS                                                      STATE
                                   004   1803      900        00                                   20,988.82
                                   004   1803      900        00 0                                216,969.72
                                            ** JOB TOTALS **                  **                **    237,958.54  **

DESDEMONA SANDS VIADUCT       CONT NO 6246 = FA PROJ NOS                                                      STATE
                                   004   1804      900        00                                   26,376.29
                                   004   1804      900        00 J                                     78.00
                                   004   1804      900        00 0                                  3,072.29
                                   004   1804      901        00                                      462.60
                                            ** JOB TOTALS **                  **                **     29,989.18  **

ASTORIA BR STEEL SUPERST      CONT NO [illegible]26E = FA PROJ NOS                                            STATE
                       [illegible]   1805      201        00 0                            10,203,[illegible]43.11
                       [illegible]   1805      259        00 0                                          7.67
                       [illegible]   1805      269        00 0                                  1,[illegible]42.76
                                   004   1805      269        02 0                                    33[illegible].44
```

NUMBER 05660 FISCAL YR 80/81

OREGON STATE HIGHWAY DIVISION **VOUCHER RECORD**

INVOICE DATE	INVC NUMBER OR DESCRIPTION	GROSS AMOUNT	DISCOUNT/ INTEREST	NET AMOUN
07/13/80	9099 3F	2,466.41		2,466

Form 734-1350A

NOT NEGOTIABLE

TOTAL PAYMENT 2,466

HIGHWAY DIVISION
OREGON DEPARTMENT OF TRANSPORTATION

	DATE	CHECK NO.	PAY	$
74394414	08/04/80	05660	****2,466 DOLLARS 41 CENTS	$2,46

TO THE ORDER OF

CUSHING BROS INC
1735 CAPITOL ST NE
SALEM OR 97303

NT SUMMARY

CONTRACTOR Cushing Bros Inc
1735 ℄ Capital St NE
Salem OR 97303

099 — B

TE NO. 3F

FINAL VOUCHER AMOUNT . . . . $ 2448.45

PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT . . . . — .

LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES) . . . . — .

PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT* 17.96

TOTAL DUE CONTRACTOR 2466.41 — F

*INTEREST FROM 7/13/80 . 8/3/80 — A

RJ Hacke
(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ 3000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
3F	8/3/80	2448.45	.8162	22	17.96

Form 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

YEE

CUSHING BROS INC
1735 CAPITOL ST NE
SALEM, OR 97303

VOUCHER DATE 7-22-80

TOTAL AMOUNT $ 2,448.4~~8~~5

FISCAL

WARRANT NUMBER

CONTRACT NO. 9099

ESTIMATE NO. 3 F

PERIOD COVERED: TO 5-16-80

APPROVED:

Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ✓John A. Cushing (Name) CERTIFY THAT I AM President

OREGON STATE HIGHWAY DIVISION

HIGHWAY
CITY STREET

FEDER

SECTION
DUNDEE (SW 5TH ST)

(REV. 7-78)

NO	ITEMS		UNITS	UNIT PRICE
1	9N MOBILIZATION		LUMP SUM	5000.000
2	9N TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	2000.000
3	9N TEMPORARY SIGNS		SQ FT	10.000
4	9N TEMPORARY BARRICADES		EACH	200.000
5	9N FLAGMEN		HOUR	20.000
6	9N EARTHWORK		LUMP SUM	5000.000
7	9N CEMENT TREATED BASE		SQ YD	3.000
	9N CEMENT FOR TREATED BASE		TON	100.000
9	9N AGGREGATE FOR TREATED	BASE PA 1	TON	10.000
0	9N CLASS B OR CLASS C	ASPHALT CONCRTE	TON	30.000
1	9N CONCRETE STAIRWAY		LUMP SUM	3000.000
2	9N CONCRETE WALKS		SQ YD	20.000
3	9N SIDEWALK RAMPS		EACH	500.000
	9N CONCRETE CURBS		LIN FT	15.000
	9N EXTRA FOR ASPHALT	APPROACHES	EACH	200.000
	9N ADJUSTING MANHOLES		EACH	400.000
	PRICE AGREEMENT ITEMS			
01	9N REMOVE 12-IN SEWER PIPE		LIN FT	2.000
02	9N TRENCH EXCAVATION		CU YD	10.000
04	9N INSTALL 12-IN SEWER PIPE		LIN FT	14.000
1	9N CATCH BASIN		LUMP SUM	600.000

GROSS RETAINAGE

TREASURER DEPOS

NET RETAINAGE

07 22 80 PG. 01 9099

TOTAL

VOUCHER NO.
47818

- % RETAINED ON

BY:
DS/CSM Rmw

OF AUDITOR
W. MUELLER

OREGON STATE HIGHWAY DIVISION

HIGHWAY
CITY STREET

FEDERAL AID PROJECT NO.

SECTION
DUNDEE (SW 5TH ST)

[illegible] (REV. 7-78)

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS
1	9N MOBILIZATION	LUMP SUM	5000.0000	100.000	5000.00	5
2	9N TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2
3	9N TEMPORARY SIGNS	SQ FT	10.0000	94.600	946.00	
	9N TEMPORARY BARRICADES	EACH	200.0000	6.000	1200.00	1
5	9N FLAGMEN	HOUR	20.0000	20.000	400.00	
6	9N EARTHWORK	LUMP SUM	5000.0000	100.000	5000.00	5
7	9N CEMENT TREATED BASE	SQ YD	3.0000	1,609.000	4827.00	4
	9N CEMENT FOR TREATED BASE	TON	100.0000	42.030	4203.00	4
	9N AGGREGATE FOR TREATED BASE PA 1	TON	10.0000	486.745	4867.45	4
0	9N CLASS B OR CLASS C ASPHALT CONCRTE	TON	30.0000	330.440	9913.20	9
1	9N CONCRETE STAIRWAY	LUMP SUM	3000.0000	100.000	3000.00	3
2	9N CONCRETE WALKS	SQ YD	20.0000	70.100	1402.00	1
3	9N SIDEWALK RAMPS	EACH	500.0000	2.000	1000.00	1
	9N CONCRETE CURBS	LIN FT	15.0000	95.000	1425.00	1
5	9N EXTRA FOR ASPHALT APPROACHES	EACH	200.0000	2.000	400.00	
	9N ADJUSTING MANHOLES	EACH	400.0000	3.000	1200.00	1
	PRICE AGREEMENT ITEMS					
01	9N REMOVE 12-IN SEWER PIPE	LIN FT	2.0000	87.000	174.00	
02	9N TRENCH EXCAVATION	CU YD	10.0000	19.330	193.30	
4	9N INSTALL 12-IN SEWER PIPE	LIN FT	14.0000	87.000	1218.00	1
1	9N CATCH BASIN	LUMP SUM	600.0000	100.000	600.00	

GROSS RETAINAGE:	
TREASURER DEPOSIT	
* NET RETAINAGE	

07 22 80 PG. 01 9099	TOTAL CONTRACT ITEMS	48968.95	4
VOUCHER NO. 47818	_ % RETAINED ON CONTRACT ITEMS		2
BY: DS/CSM fmw	FORCE ACCOUNT		
OF AUDITOR W. MUELLER	TOTAL PAYMENTS	48,968.95	46,52

HIGHWAY DIVISION

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.

SECTION: DUNDEE (SW 5TH ST)

mailed 7/23/80

CS released 1/30/80

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
ARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
ARY SIGNS	SQ FT	10.0000	94.600	946.00	946.00	
ARY BARRICADES	EACH	200.0000	6.000	1200.00	1200.00	
	HOUR	20.0000	20.000	400.00	400.00	
RK.	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
TREATED BASE	SQ YD	3.0000	1,609.000	4827.00	4827.00	
FOR TREATED BASE	TON	100.0000	42.030	4203.00	4203.00	
TE FOR TREATED BASE PA 1	TON	10.0000	486.745	4867.45	4867.45	
OR CLASS C ASPHALT CONCRTE	TON	30.0000	330.440	9913.20	9913.20	
E STAIRWAY	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
E WALKS	SQ YD	20.0000	70.100	1402.00	1402.00	
K RAMPS	EACH	500.0000	2.000	1000.00	1000.00	
E CURBS	LIN FT	15.0000	95.000	1425.00	1425.00	
OR ASPHALT APPROACHES	EACH	200.0000	2.000	400.00	400.00	
G MANHOLES	EACH	400.0000	3.000	1200.00	1200.00	
AGREEMENT ITEMS						
12-IN SEWER PIPE	LIN FT	2.0000	87.000	174.00	174.00	
EXCAVATION	CU YD	10.0000	19.330	193.30	193.30	
12-IN SEWER PIPE	LIN FT	14.0000	87.000	1218.00	1218.00	
ASIN	LUMP SUM	600.0000	100.000	600.00	600.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 01 9099	TOTAL CONTRACT ITEMS	48968.95	48968.95	
18	- % RETAINED ON CONTRACT ITEMS		2,448.45	2,448.45
nw	FORCE ACCOUNT			
UELLER	TOTAL PAYMENTS	48,968.95	46,520.50	2,448.45

L

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8971	Columbia River (Interstate) Bridge Multnomah Co., Oregon Clark Co., Washington	July 14, 1980
Jarl Construction, Inc. No. 8782	North Unit, Condon-Thirtymile Creek Gilliam Co.	July 15, 1980
R. L. Coats No. 8753	Baldock Slough-S. Baker Intchge. Baker Co.	July 18, 1980
Cascade Constr. Co., Inc. No. 8957	Lawnfield Rd.-Clackamas Hwy. Clackamas Co.	July 18, 1980
J. C. Compton Co. No. 8985	Carus Jct.-Woodburn-Estacada Hwy. Clackamas Co.	July 18, 1980
Cushing Bros., Inc. No. 9099	Dundee (S.W. 5th St.) Yamhill Co.	July 21, 1980
J. C. Compton Co. No. 8960	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	July 22, 1980
Holst Construction Co. No. 8842	Neal Creek Bridge Hood River Co.	July 24, 1980
A-1 Sandblasting & Steam-cleaning Co. No. 8714	Coos Bay (McCullough) Bridge Coos Co.	July 24, 1980
Hertz Electric, Inc. No. 9038	S. Ore. Ave. @ High School Entrance and Monroe St. @ Broadway Ave. (Burns) Harney Co.	July 24, 1980
Morse Bros. Inc. No. 8982	Corvallis/Newport Hwy. @ 19th St. (Philomath) Benton Co.	July 25, 1980
Cascade Constr. Co., Inc. No. 8923	Wilson River Hwy. Jct.-Vista Ridge Tunnel Washington and Multnomah Counties	July 29, 1980
Tawn Mar Constr. Co. No. 9065	Parsnip Creek Rock Production Lake Co.	July 29, 1980
L. W. Hembree Co. No. 8981	SW Capitol Hwy. @ SW Huber St. (Portland) Multnomah Co.	July 30, 1980

Contractor and Contract No.	Section and County	Acceptance Date
S. D. Spencer & Son No. 8003	Garden Valley Rd.-Fairgrounds Intchge. Douglas Co.	July 30, 1980
Hamilton Electric, Inc. No. 8966	Columbia River Hwy. @ Umatilla Br. Spur (Umatilla) Umatilla Co.	August 4, 1980
S. D. Spencer & Son No. 8501	Cottage Grove-Martin Creek Lane Co.	August 6, 1980
Tawn Mar Constr. Co. No. 9064	Drews Reservoir Lake Co.	August 6, 1980
W. R. Grasle Co. No. 9069	Scholls Hwy. @ SW 121st Ave. (Tigard) Washington Co.	August 6, 1980

August 6, 1980

C. T. Keasey
Asst. State Highway Engineer

9099

2.

July 25, 1980

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

COM 5
#9099

Gentlemen:

Contract No. 9099 awarded to Cushing Bros., Inc., for work on S. W. 5th Street in Dundee, Yamhill County, was completed on June 13, 1980, and accepted by the State Highway Division on July 21, 1980.

Final payment in the amount of $2,448.45 will be released to the contractor after July 30, 1980. The total contract amount is $48,968.95 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Cushing Bros., Inc.
1735 Capitol Street, NE
Salem, OR 97303

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION DUNDEE (S.W. 5th ST.)	WEEK ENDING 6/14/80	SECTION PREFIX 336-1730
HIGHWAY CITY STREET	COUNTY YAMHILL	
NAME OF JOB DUNDEE (S.W. 5th ST.)	KIND OF WORK GRADING & PAVING	
CONTRACTOR CUSHING BROS., INC.	CONTRACT NUMBER 9099	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT 3/6/80	DATE WORK STARTED 4/3/80	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 80	WORK DAYS USED CALENDAR DAYS USED 59
PROJECT AUTHORIZATION: $ 51,187.23	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 74
EXCLUSIVE OF ENGINEERING $ 46,716.73	ENGINEERING AUTHORIZATION $ 4,470.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 46,716.73	ENGINEERING COST TO DATE $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED 5/16/80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
----------	----------	100%	100%	100%	---------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.09	.09	----------	----------	.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	LUMP SUM	1650 sq. yd.			330 ton
TOTAL QUANTITIES CORRECTED TO DATE		1610			330
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1610			330
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	PROJECT COMPLETE			
MONDAY				
TUESDAY				
WEDNESDAY				RECEIVED
THURSDAY				
FRIDAY				
SATURDAY				

4249 P

March 13, 1980

AGR

City of Dundee
City Hall
Dundee, Oregon 97115

Attn: Jean Livengood
City Recorder

Dear Ms. Livengood:

On March 6, 1980, a contract on S.W. 5th Street was awarded to Cushing Bros., Inc. Included herewith is a copy of the contract and plans for your files.

You will note on page 4 of the Contract, you will be responsible for the arrangements for removing, relocating or adjusting of utilities. Also on Sheet 2 of the plans, items 5-Move Fire Hydrant; 8-Relocate Power Pole/luminaire; 9-Adjust filler pipe, and 10-Adjust Water Meter Box will be your responsibility.

If you have any questions, feel free to contact this office or Phil Stearns, Region 2 Federal Aid Engineer, East Highway Building, Salem, Oregon 97310, Phone: 378-2626.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf
Enclosure

cc: Phil Stearns, Region 2 Federal Aid Engineer

February 29, 1980

CON 4

City of Dundee
City Hall
Dundee, Oregon 97115

Attn: Joanne Livengood
City Recorder

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Cushing Bros., Inc., P.O. Box 7215, Salem, Oregon 97303 for construction on the S.W. 5th Street (Pacific Hwy W. to Bus Turnaround) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$44,705.00
Permanent Pavement Striping	$ 600.00
4 1/2% Contingencies	2,011.73
10% Engineering	4,023.45
COST	$50,750.18
Less State SCA	-25,000.00
ESTIMATED CITY COSTS	$25,750.18
Est. Preliminary Engineering Costs $\frac{\$6,247.66 \times \$10,750.18}{\$50,750.18}$ =	1,323.41
TOTAL	$27,073.59

City's Advance Deposit: say $27,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 22, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. N. Howell

D. E. Swan
for Operation Programming Engineer

FTH:pf

bcc w/AD # 738: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 738 when check is received.

HIGHWAY DIVISION - ODOT 378-6516

FILE February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
   Ione/Gooseberry Road
   Morrow County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
   Wilson Road
   Morrow County

   Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
   Pacific Highway, Multnomah County
   Structure

   Deck joint repair.

   Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
   FAS Route B 611, Union County
   Structure

   Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
   Wallowa Lake Highway, Wallowa County
   Grading, Paving and Culvert

   Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

   Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
   Scholls Highway, Washington County
   Paving and Signals

   A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
    Yamhill County
    Grading and Paving

    Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

    Same as No. 3.

11. Deer Creek
    Gropher Valley Road, Yamhill County
    Grading, Paving and Structure

    Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

    Same as No. 3.

12. Dundee (S.W. 5th Street)
    City Street, Yamhill County
    Paving

    Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

    Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
    Springbrook Street, Yamhill County
    Grading and Paving

    Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

    Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
    Front Street, Marion County
    Grading and Paving

    Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

Dundee

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28/80
Donald L Wont

February 28, 1980 Bid Letting ______ All Cle Deadlin

SECTION Dundee (S.W. 5th St.)
Highway City St
County Yamhill Region 2
Type of Work Paving Funds City
State __ Consultant ✓ Plans Avail. __ Yes __

N/A No Fed Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment	☒				
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey					
Cultural Salvage					
NOISE:					
Noise Study	☒				

[illegible]
117 DOT Building
Salem, Oregon 97310

Highway # 956

Attention: Right-of-Way Section 1-15-80

Profix 556-1466

Subject: Federal Aid Project No. 1
Project Name Dundee (S.W. 5th St.)
City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provide relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary an fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this 4 day of [illegible], 19[illegible]

City of Dundee

Certified By:

Regional Right-of-Way Supervisor
Date 1-15-80

RECEIVED
14 1980
DISTRICT II
R/W. OFFICE

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

7099

Section Dundee (S.W. 5th St) **Programming Estimate $** 41,000

Highway City Street 1-15-80 **Project Length** 0.09 mi.

County Yamhill **Completion Time** 80 C.D.

Kind of Work Grading & Paving **Est. Comp. Date** 6-18-80

Prefix 336-1466 **Letting Date** Feb. 28, 1980 **Project No.** STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 40,668.50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	600.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 600.00
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 41,268.50
Contingencies (4-1/2%)		1,857.08
Engineering (8, 9, [✓ 10%])		4,126.85
Subtotal		$ 47,252.43
Credit for		—
Estimated Net Authorization, Construction		$ 47,252.43

APPROVED

Rec. 1-17-80 H

1-15-80 Stearns talked [illegible] may have [illegible] money [illegible]

Road Design Engineer

1

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 1-9-80

Section Dundee (S.W. 5th St.)
County Yamhill
Kind Of Work Grading & Paving
Length 0.09 mi.
Name McGill

1-14-80 8

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	3,000^{00}
	Temporary Protection and Direction of Traffic		All	All	—	800^{00}
	Temporary Signs		Sq. Ft.	95	6^{00}	570^{00}
	Temporary Barricades		Each	6	115^{00}	690^{00}
	Flagmen		Hour	64	21^{50}	1376^{00}
	ROADWORK					
	Earthwork		All	All	—	3,500^{00}
	Cement Treated Base		Sq. Yd.	1650	5^{00}	8,250^{00}
	Cement for Treated Base		Ton	40	90^{00}	3,600^{00}
	Aggregate for Treated Base		Ton	180	10^{00}	1,800^{00}
	Class "B" or "C" Asphalt Concrete		Ton	330	35^{00}	11,550^{00}
	Concrete ~~in~~ Stairways		All ~~Cu. Yd.~~	All ~~2~~	~~250^{00}~~	2000^{00}
	~~Reinforcement in Stairways~~		~~Pound~~	~~200~~	~~1^{00}~~	—
	~~Pipe~~ Handrail		~~Lin. Ft.~~	~~32~~	~~40^{00}~~	—
	Concrete Walks		Sq. Yd.	65	23^{00}	1,495^{00}
	Sidewalk Ramps		Each	2	200^{00}	400^{00}
	Concrete Curbs		Lin. Ft.	75	6^{50}	487^{50}
	Extra for Asphalt Approaches		Each	2	200^{00}	400^{00}

OREGON STATE HIGHWAY DIVISION

SU RY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2

Date 1-9-80

ection Dundee (S.W. 5th st.)

County Yamhill

Kind Of Work Grading & Paving

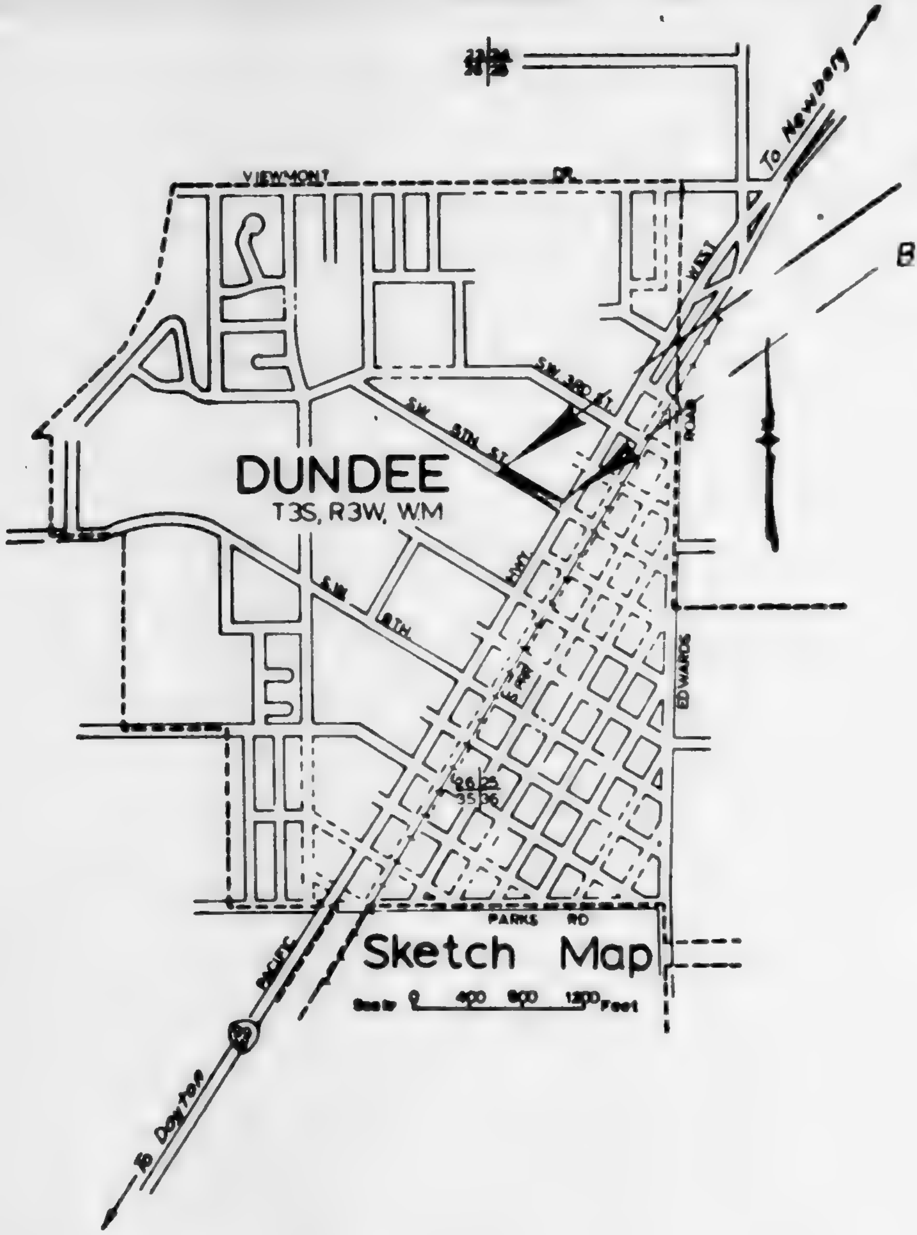
Length 0.09

Name McGill

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Adjusting Manholes		Each	3	250 00	750 00
	~~Adjusting Boxes~~		~~Each~~	~~1~~		
	~~Adjusting Filler Pipe~~		~~Each~~	~~1~~		

REGION 2 ENGINEER
RECEIVED
DEC 1 0 1979
RLE RE ULE RCE GEO RME RSO RTE ENV RBE ROE RFE

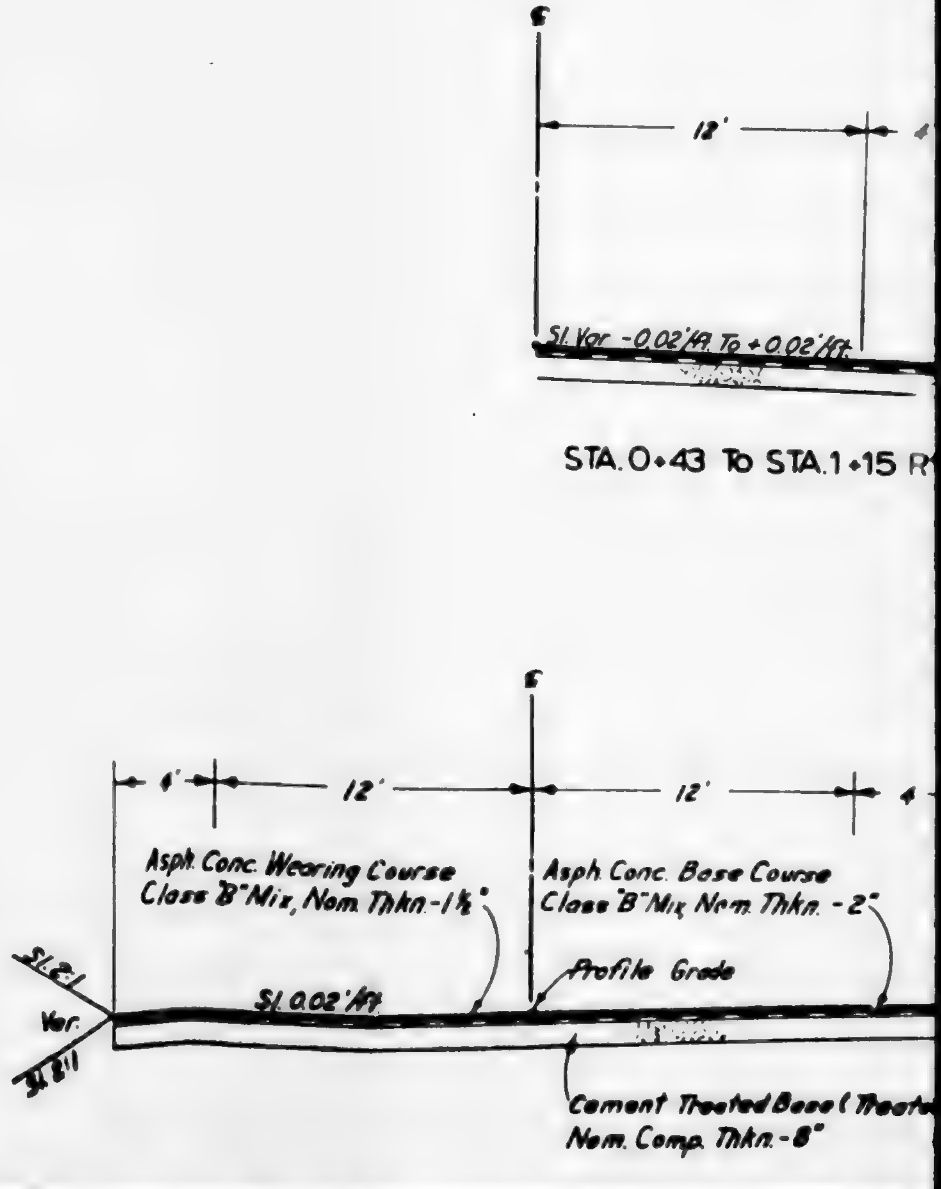
R/W Map


DUNDEE
T3S, R3W, W.M.
VIEWMONT DR.
SW 3RD ST.
SW 8TH ST.
SW 9TH
EDWARDS
PARKS RD
PACIFIC
To Newberg
To Dayton
END OF PROJECT STA 5+00
BEGINNING OF PROJECT STA. 0+43
Sketch Map
Scale 0 400 800 1200 Feet

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Sketch Map Summary & Typical Sections
2	Plan & Profile

Drg. No.

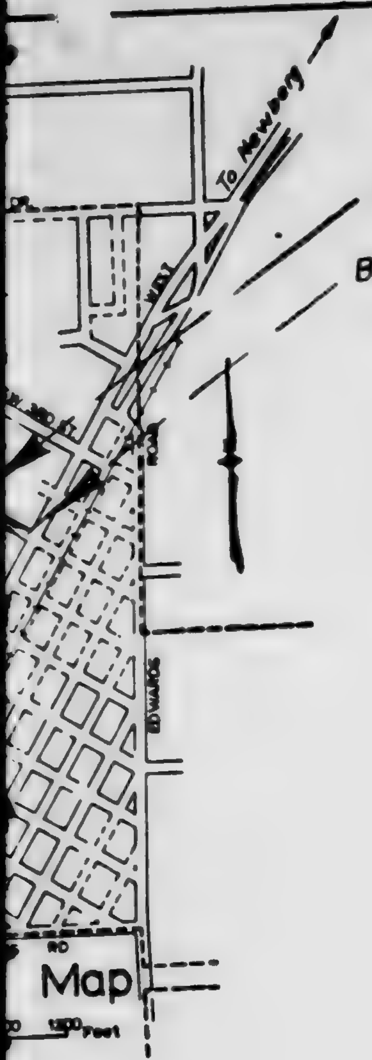
TYPICAL S


12'
4
Sl. Var. -0.02'/ft. To +0.02'/ft.
4'
12'
12'
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Base Course Class "B" Mix Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/ft.
Sl. 2:1
Var.
Sl. 3:1
Cement Treated Base (Treat
Nom. Comp. Thkn.-8"

STA. 0+43 To STA. 1+15 R

SUMMARY

ITEM	UNIT	QUANTITY
Mobilization	All	All
Temporary Protection & Direction of Traffic	All	All
Temporary Signs	Sq. Ft.	68
Flagmen	Hr.	64
Removal of Str. and Obstructions	All	All
General Excavation	Cu. Yd.	200
Finish Roadbed & Slopes	All	All
Aggregate in Shld.s & Slopes	Cu. Yd.	10
Cement Treated Base (Treated-In-Place)	Sq. Yd.	1660
Cement in Treated Base	Ton	36
Asphalt in Seal	Ton	2
Asphaltic Concrete (Class "B")	Ton	[illegible]


To Newberg
END OF PROJECT
STA. 5+00
BEGINNING OF PROJECT
STA. 0+43
EDWARDS
RD
Map
Feet

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Sketch Map Summary & Typical Sections
2	Plan & Profile

Drg. No.

Overall Length of Project Miles

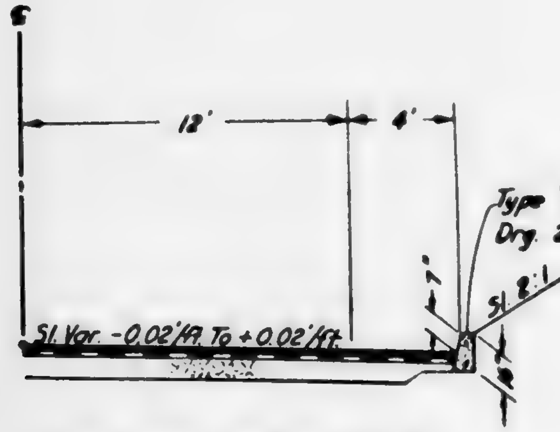
PRELIMINARY COPY
OCT 30 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
DUNDEE (S.W. 5TH. ST.) SEC.
CITY STREET
YAMHILL COUNTY

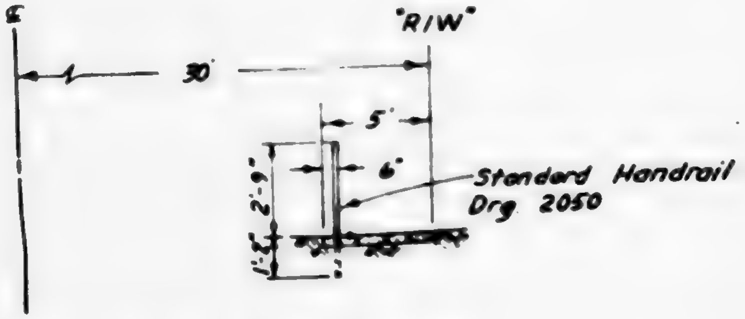
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
10	OREGON	STATE		See Index	1

City

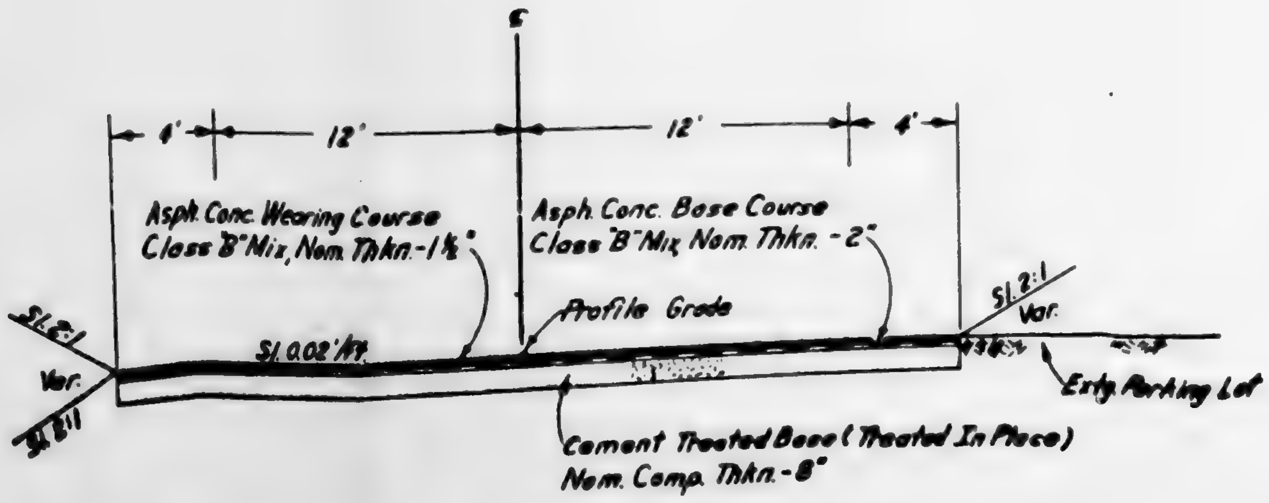
TYPICAL SECTIONS

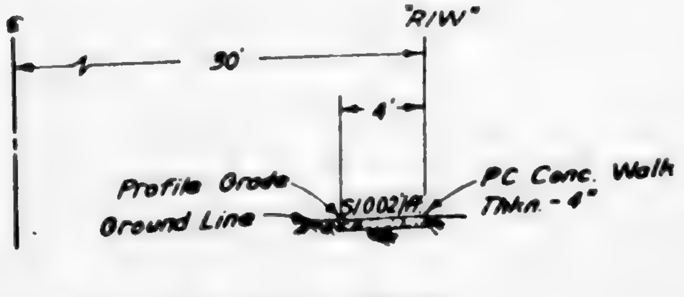

℄
12'
4'
Type "C" Curb
Drg. 2077
7"
Sl. 2:1
Sl. Var. -0.02'/Ft. To +0.02'/Ft.

STA. 0+43 To STA. 1+15 Rt.


℄
"R/W"
30'
5'
6"
2'-9"
1'-3"
Standard Handrail
Drg. 2050

STA. 0+48 To STA. 0+73 Rt.


℄
4'
12'
12'
4'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. -1½"
Asph. Conc. Base Course
Class "B" Mix Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 2:1
Var.
Sl. 2:1
Var.
Sl. 2:1
Exty Parking Lot
Cement Treated Base (Treated In Place)
Nom. Comp. Thkn. - 8"


℄
"R/W"
30'
4'
Profile Grade
Ground Line
Sl. 0.02'/Ft.
PC Conc. Walk
Thkn. - 4"

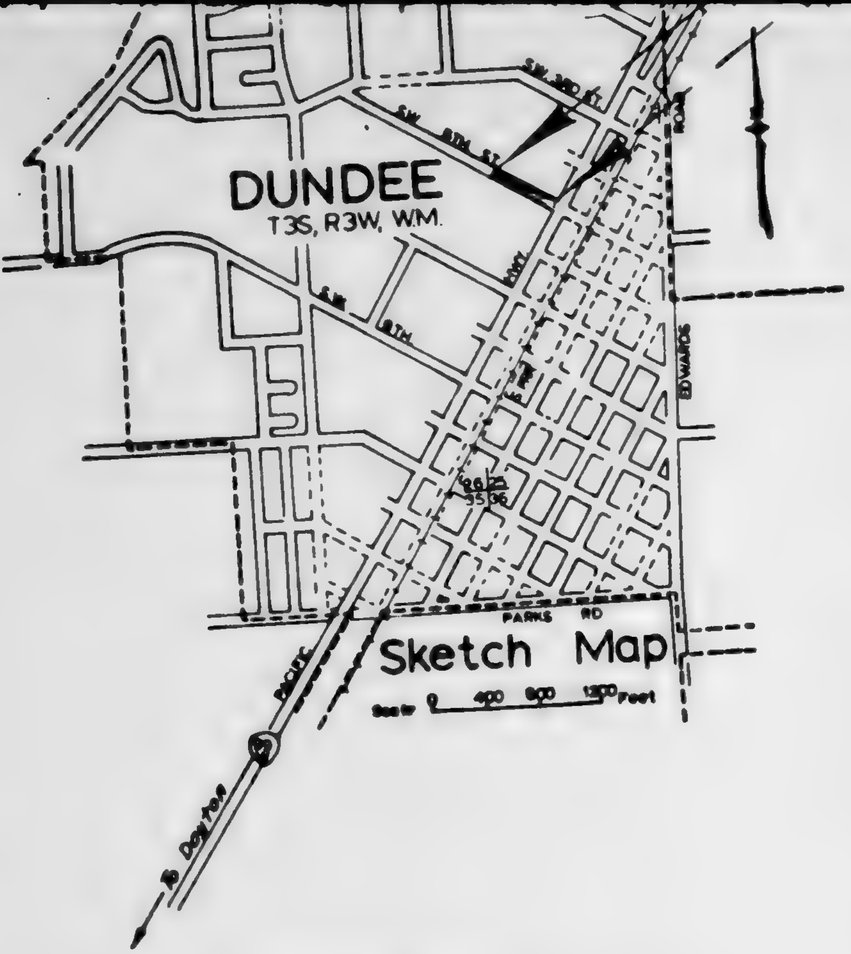
STA. 0+73 To STA. 2+05 Rt.

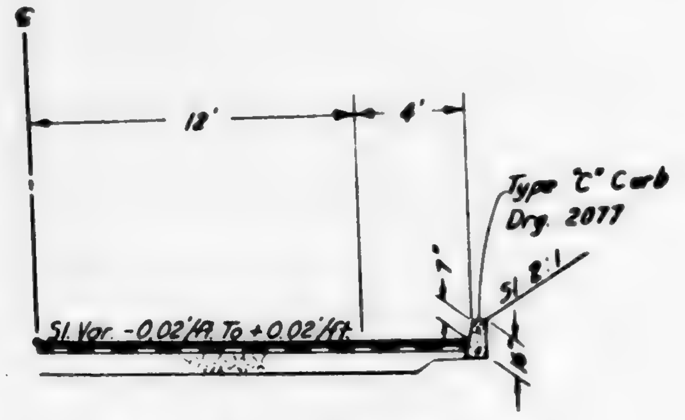
NIT	QUANTITY
All	All
All	All
. Ft.	68
Hr.	64
All	All
u. Yd.	200
All	All
u. Yd.	10
. Yd.	1650
on	36
on	2
on	320

APPROVED

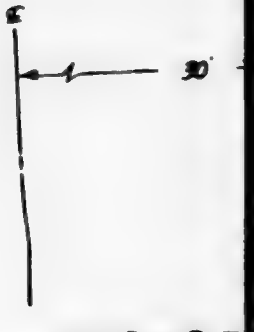
STA. 0+43 To STA. 4+60

TYPICAL SECTIONS

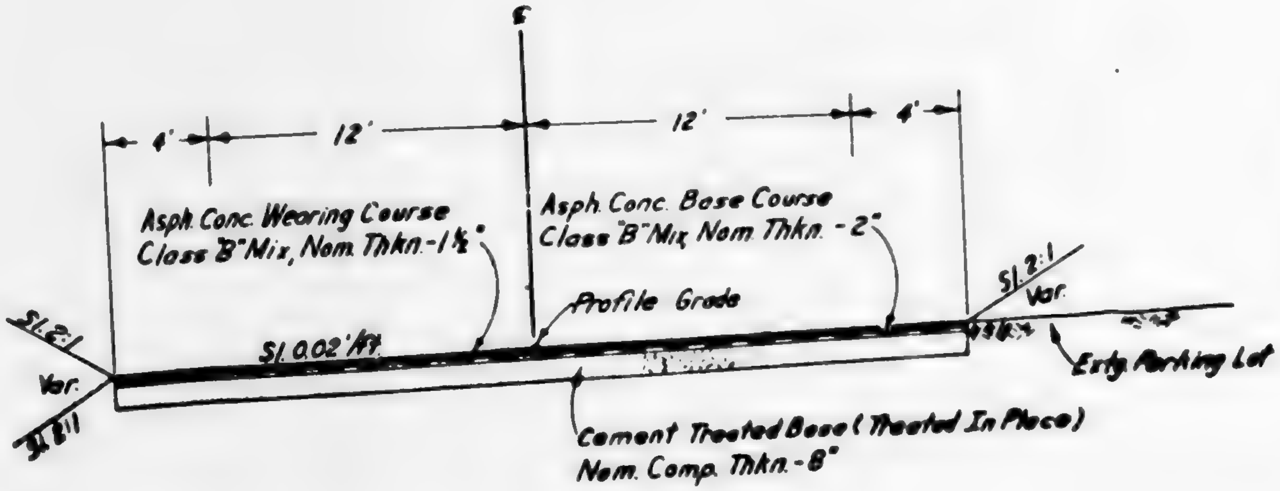

DUNDEE
T3S, R3W, W.M.
SW 3RD ST
SW 8TH ST
SW 8TH
PARKS RD
EDWARDS
PACIFIC
To Dayton
Sketch Map
Scale 0 400 800 1200 Feet

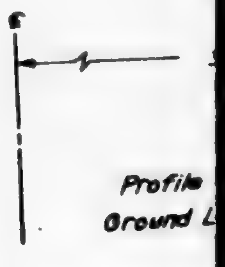

12'
4'
Type "C" Curb
Drg. 2077
Sl. 2:1
Sl. Var. -0.02'/Ft. To +0.02'/Ft.

STA. 0+43 To STA. 1+15 Rt.



STA. 0+48 To


4'
12'
12'
4'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 2:1
Var.
Sl. 2:1
Var.
Exty. Parking Lot
Cement Treated Base (Treated In Place)
Nom. Comp. Thkn. - 8"


Profile
Ground L

STA. 0+73 T

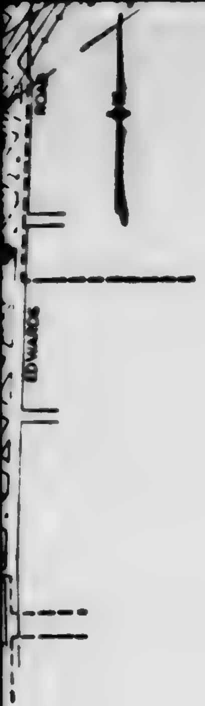
STA. 0+43 To STA. 4+60
4+60 To 5+00 (Taper Section)

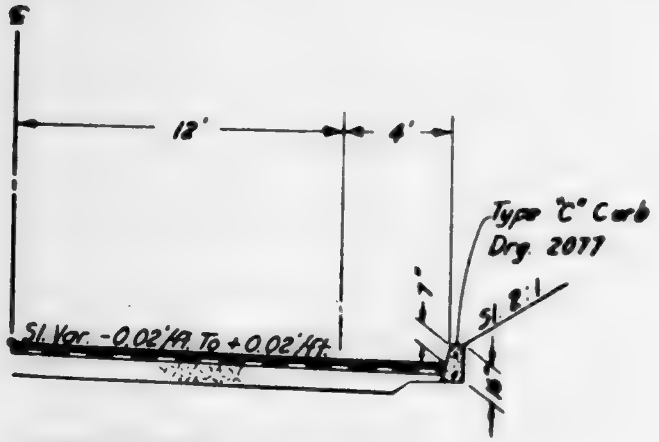
SUMMARY

ITEM	UNIT	QUANTITY
Mobilization	All	All
Temporary Protection & Direction of Traffic	All	All
Temporary Signs	Sq. Ft.	68
Flagmen	Hr.	64
Removal of Str. and Obstructions	All	All
General Excavation	Cu. Yd.	200
Finish Roadbed & Slopes	All	All
Aggregate in Shld.s & Slopes	Cu. Yd.	10
Cement Treated Base (Treated-In-Place)	Sq. Yd.	1660
Cement in Treated Base	Ton	36
Asphalt in Seal	Ton	2
Asphaltic Concrete (Class "B")	Ton	'320
PCC Sidewalk	Sq. Yd.	72
Pipe Handrail	Lin. Ft.	30
Adjust Manholes	Ea.	2
Extra For Driveways	Ea.	2

APPROVED
CITY OF Dundee
BY MAYOR Earl Smith
BY RECORDER Jeanne Luengood
DATE 12-4-79

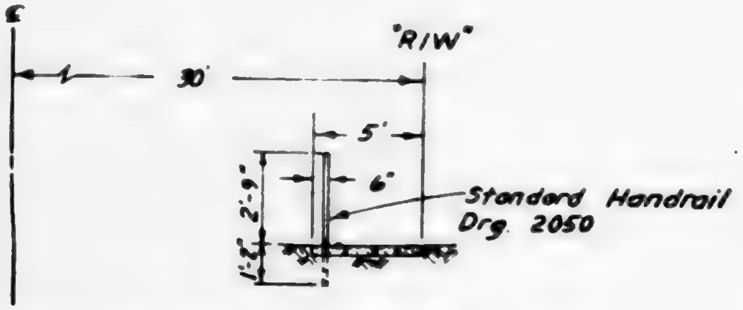
TYPICAL SECTIONS





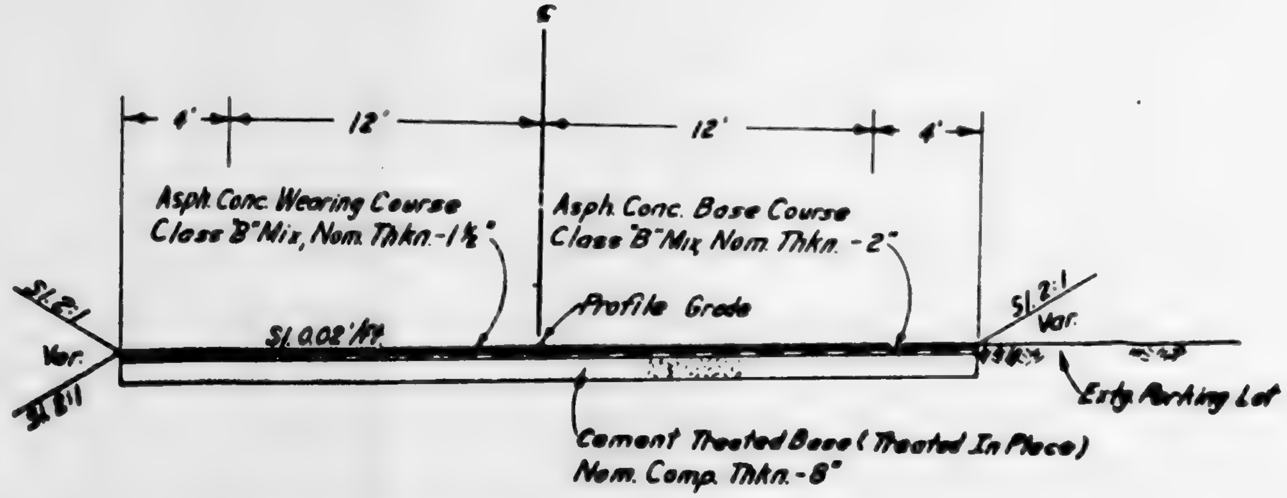
℄
12'
4'
Type "C" Curb
Drg. 2077
7"
Sl. 8:1
Sl. Var. -0.02'/Ft. To +0.02'/Ft.

STA. 0+43 To STA. 1+15 Rt.

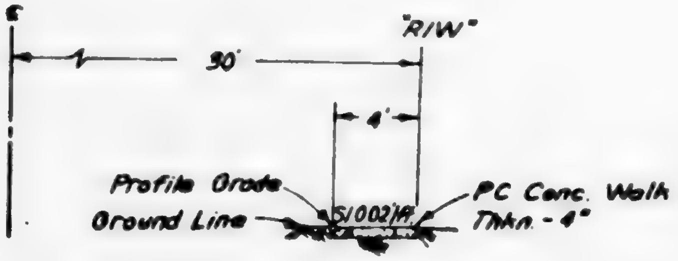


℄
"R/W"
30'
5'
6"
2'-9"
1'-2"
Standard Handrail
Drg. 2050

STA. 0+48 To STA. 0+73 Rt.



℄
4'
12'
12'
4'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. 0.02'/Ft.
Sl. 2:1
Var.
Sl. 8:1
Sl. 2:1
Var.
Exty. Parking Lot
Cement Treated Base (Treated In Place)
Nom. Comp. Thkn. - 8"



℄
"R/W"
30'
4'
Profile Grade
Ground Line
Sl. 0.02'/Ft.
PC Conc. Walk
Thkn. - 4"

STA. 0+73 To STA. 2+05 Rt.

STA. 0+43 To STA. 4+60
4+60 To 5+00 (Taper Section)

APPROVED
CITY OF Dundee
BY MAYOR Earl Smith
BY RECORDER Jeanne Livengood
DATE 12-4-79

PRELIMINARY COPY
SUBJECT TO CHANGE

1677

Dundee

ROAD DESIGN SECTION 378-6558

C. O. Fredrickson
Region II Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

November 6, 1979

Dundee (S.W. 5th Street)
City Street
Yamhill County

The question was raised by your District 3 engineer as to the adequacy of the drainage on the subject project.

This is a City project and in order to stay in the R/W it was necessary to use the proposed typical section. The City plans to purchase R/W sometime in the future and provide a drainage ditch on the south side of the street.

DNS:cj

cc: R. Kuehn
D. Stoudenmeyer

RECEIVED
NOV 6 1979
ROAD DESIGN SECTION

___Vorsteeg___
___Anderson___
___Christensen___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

Do Not File ☐
Return To___
Bring Up ___/___/___
Action___

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 336-1466

August 24, 1979

C. O. Fredrickson

FROM: C. O. Fredrickson
Region Engineer

SUBJECT: Survey Records
Dundee (S.W. 5th Street)
Yamhill County

TO: Frank E. Terpin
Location Engineer

Transmitted herewith are the following records covering the survey of S.W. 5th Street in the City of Dundee.

1 roll	Detail map - wokerlig
1 roll	Cross sections
1 roll	Profile
1 pad	Grades
1 pad	Computations - wokerlig
4 copies	Cost estimate & quantity summary
2 copies	Locating Engineer's Statement
1 copy	Narrative report
1 each	Assessor plat & survey plat maps - wokerlig
1 pad	Photos
1 letter	Newberg School District giving permission to place the sidewalk on school property - wokerlig
1 book	Field notes - wokerlig

To Final Design 8-29-79

To City County 8-29-79

[illegible]

RECEIVED
AUG 27 1979
LOCATION SECTION

NARRATIVE REPORT

DUNDEE - S.W. 5th STREET
Yamhill County
Prefix 336-1466

History The beginning of the project is the curb line on 99-W, Station 0+43, where there is a line between the highway and broken pavement on the street. The westerly end is 4+94, the approximate center of the easterly school bus turn around. The total length is 451 feet.

The first correspondence I have is dated November 16, 1978, when Mr. Stearns sent the survey request to headquarters for approval. Initially, the project was to widen the roadway and construct a drainage system. The section was to have been two 12-foot travel lanes with 6-foot shoulders and a 4-foot walk on the school side. This was later scaled down to two 12-foot travel lanes with a 4-foot shoulder on the left and a 2-foot shy distance and 5-foot sidewalk on the right or school side, with no formal drainage. The last figure quoted for this was $41,640 on a reconnaisance estimate. I received the go-ahead to do the work the last of June 1979 and actually began on July 11, 1979.

When we started, there were two problems which became evident. The first was two large (36") maples on the school side. The second was a parking area in front of the school. I contacted Mrs. Livingood of the city about the maples and received the information they were to be saved. She also gave me the name of the school principal, Mr. Schwab, who shared my concerns about the parking lot.

After a field view of the project, some further reductions in the plan evolved. We decided that since the maples were only a little more than 20 feet from the center of the street and about 3 feet higher at the base, the construction of a walk on the street side would cause serious damage to them. Consideration was given to the use of a wall in back of the walk, but this would have still damaged the tree roots. Another thought was to build a wall at the street edge and elevate the walk in front of the trees. However, the feeling was that in this case, a fence would be needed on top of the wall to prevent students from falling into the street.

Finally, the plan was to place the walk behind the trees, using a small stairway to get from the sidewalk along 99-W to the ground elevation along the school yard. The walk would then continue to where a utility ramp runs down to the school basement. Thestreet width would be 32 feet, using two 12-foot travel lanes and 4-foot shoulders on each side.

There is a small problem with the above solution, it being that the walk from station 1+50 to the school ramp, a distance of approximately 55 feet, will be on school property. The reason for this is that the right of way decreases from 60 to 40 feet at 1+50. The city is aware of this but feel the school will either deed the property to them or at least, give them an easement for the walk since it will be a benefit to the school. The project has been reviewed by the City Council at a meeting on August 6, 1979. At this time, they officially approved the proposal.

I told them we would have to have something in writing to assure us that the sidewalk could indeed be constructed on the school property and they promised to get this to me. I told them I would go ahead with my work to get the plans in upon their promise to get the needed R/W or permit of entry.

The existing R/W on the left side from 1+50 ahead is only 20 feet. This has caused us to use a 2:1 slope on that side to stay within the R/W. The city is also aware of this and have indicated they will attempt to secure an additional 10 feet from the owner, Mr. Peterson. This has unofficially been discussed with him and it appears that he is agreeable. This 10 feet is really needed to facilitate the powerline adjustment as the poles at 19 feet will be close to the edge of the roadway.

Our cost estimate for this work is $39,642, which is reasonably close to the reconnaisance figure of $41,640, a figure given them before our work began.

Standards

City Street.

Typical Section

Two 12-foot travel lanes with two 4-foot shoulders. The surfacing design used, from Clarence Gregg's office, is:

3 inches Class 'B' - A/C pavement
8 inches cement treated soil

In general, the existing pavement will be removed and used as embankment on the left side. This should leave a granular area to be treated with cement.

A curb and adjacent sidewalk was originally planned for the right side, but as mentioned earlier, there wasn't room to do this due to the maple trees and the school parking lot.

Horizontal Alignment

This was controlled by property corners located on the left side of the street. Four were located and offsets from these made to centerline. The bearing is from a plat survey made by H. W. Herring in 1949. No coordinates has been shown.

Vertical Alignment

This generally follows the existing with some minor modifications. I have shown a slight cut at the beginning where there is at present a hump coming into the highway. This is followed by a slight raise about 0.3" across a sag in front of the school. By so doing, the new line will closely match the existing parking lot and keep the excavation to a minimum.

I have decreased the crown on the right to 1% because this also gives me a better match with the existing ground line. The existing street generally slopes to the left. Thus, if we use the normal 2% on the right, either the grade would have to be raised or we would be in a cut in front of the parking lot.

The normal 2% crown has been used on the left where we are in a fill through most of the project length.

Materials

Surfacing materials are available from local suppliers. The need for these is minimized by the use of cement treated soil so all we really need is the paving, a very small amount of shoulder rock and some for a chip cover on the C.T.S. to allow traffic to use it before paving.

Right of Way

The existing R/W is 60 feet wide out to our station 1+50, which is 100 feet from the westerly R/W line of Highway 99-W. From there ahead, it narrows down to 40 feet.

As discussed earlier, this has presented a problem. The first is the sidewalk on the right side where we are starting from the highway on the 30-foot line and continuing on to station 2+05± where a ramp runs down to the school basement, the last 55 feet of which will be on school property. The city is aware of this and are supposedly in the process of getting the additional R/W or an easement from the school board to facilitate building the sidewalk.

On the left side, our fill toe on a 2:1 slope, comes out to within a foot of the R/W. Since there are some power poles to be adjusted, this is really too tight also. Again, the city is aware of this and have indicated they will attempt to secure an additional 10 feet of width. This would allow better positioning of the power line as well as flatter fill slopes now with the possibility of a curb at some future date.

In addition, we could construct a new ditch along the toe to replace the one we are obliterating with our fill.

One of the city officials has talked with the owner and reports that he feels there will be no problem with this. I have informed the city we will have to have at least a letter or an easement from the school district showing we have permission to build the walk on their property.

Structures

None involved.

Drainage

The reconnaisance estimate given the city indicated that there would be no formal drainage construction done on the project. The existing roadway generally tips to the left which causes most of the surface water to run into the ditch line just off the pavement edge. This ditch runs down to about station 1 where it disappears and allows the drainage to spread out on the adjacent orchard.

As mentioned earlier, we don't have room inside the R/W to reconstruct a ditch on the left side, so the runoff will be in the orchard earlier than it is now. However, there doesn't seem to be much evidence of ponding at the lower end, even though the water will tend to collect at the point opposite station 1.

There is a 12" storm sewer running the full length of the project, with an inlet right, opposite approximate station 5+05. This storm sewer enters a manhole on the edge of 99-W at the beginning of the project.

Our work is going to direct more of the runoff to the right than before as we have a crown on the side where there wasn't one before. This shouldn't be harmful until it gets to the ramp going into the school basement. At that point, it would tend to run down the ramp where there is at present an inlet, but which I assume has a pretty small outlet. To correct this, I have proposed a G-2 MA inlet on the uphill side of the ramp, station 2+25±. This inlet will collect the surface drainage to that point, where we may then carry it over to the existing storm sewer. At the connection point, I have also shown the installation of a manhole. I have not broken out the cost of the connecting pipe (approximately 10 feet) but feel it may be included in either the cost of the inlet or the manhole. I have added about $200 to the cost of the inlet to cover it.

If the city acquires additional right of way on the left side such that a ditch line can be constructed, probably an inlet could be built in the vicinity of station 0+60 on the left and a pipe run across to the manhole in 99-W. The cost of this would be about $800.00 for the inlet and $500 for the pipe -- approximately 25' long.

Stage Construction

Generally, we have a cut and fill situation with the cut on the right and the fill on the left. The excavated material should make the embankment. A possible stage approach would be to cut the right half, placing as much of the material as possible into the shoulder fill on the left and either stockpile or waste the remainder. Following this, the right side could be cement treated and sealed, with asphalt and a chip cover. During this time, the traffic would be restricted to one lane on the left side. Once the cement treated soil has been chip sealed, traffic may then be placed there and the left side completed, using either the stockpiled material from the right side or borrow as the contractor may elect.

Ideally, this could be completed in one day. However, I feel this isn't realistic as there are too many operations keyed to each other. More logically, I feel we would be looking at 2 to 4 days with the grading taking a day on each side and the soil treatment a day each. The problem with this is that we would be on a one-way traffic condition requiring flagmen for the duration until we could get the chip seal on both sides. The paving work can be done during the day and allow the traffic on the street at night in any case.

A better alternate would be to close the street for the grading and cement treatment work. The traffic can get to hill area by either 7th or 9th streets and partially by 3rd. Even the school busses could go this route as we aren't damaging their turn around at the school. This has been discussed with Al Osborne of the City Council who feels it may be done. He is going to check this out with the school board and let me know. I pointed out that if we have to go a half at a time, the costs are going to be much higher than we have shown.

Utilities There are several. PGE has a power line on the left side which will have to be adjusted. This also has a telephone contact. The city has a sanitary sewer on the left with two manholes which will require adjustment and a storm sewer running diagonally across the right side from beginning to end of the project. As far as we can determine, it should be deep enough that we won't interfere with it. They also have a water line running up the right side of the street. This should be deep enough but there are valves, a water meter and a fire hydrant which will require adjustment.

Bid Items Mobilization, Temporary Direction and Protection of Traffic require no special mention.

Flagmen -- Assumes about two days grading and two days paving using two each day.

Removal of Structures & Obstructions. There will probably be some residual from the city work of adjustment of their facilities.

General Excavation. This is basically the removal of the old pavement on the right side to true up the grade and arrive at a plane to do the cement treatment work. It is anticipated that the bulk of the removed material will be used in the embankment on the left side.

Finishing Roadbed & Slopes -- No special comment.

Aggregate in Cement Treated Soil, Seal Coat, and Shoulders. A small quantity has been proposed to be placed on the asphalt seal on top of the cement treated subgrade. This will allow the use of the subgrade until the pavement can be laid. Without this, the aspahlt in the seal would be slick and perhaps tend to "pick" under traffic. Should the street be closed during the operation and the paving immediately follow the cement treatment, the chip seal would not be necessary.

Cement Treated Subgrade & Cement in Same. The proposed depth is 8 inches. This has been obtained from Clarence Gregg by phone. We have used 5.5% for the cement mixture based upon 130 lbs/cubic foot of the soil in place.

On large projects, I feel we should require the mixer to be hooked up with a water truck such that the moisture content could be controlled. However, on a project this size, this seems to be redundent.

On previous projects, we have had considerable problems with soft subgrade where we have removed existing pavement. In fact, on one project the adjacent ground would support loaded trucks with no sign of distress while the area beneath the pavement had no bottom. The exact cure for this I don't know, but it must be taken into consideration. This one would seem to be no exception. As a result, probably some time frame needs to be placed in the contract to allow a cure of the cement treated soil before placing the pavement thereon. The local traffic probably wouldn't hurt but the heavy paving trucks could very well cause pumping if placed on the grade too early.

Asphalt in Seal will protect the treated soil while being cured as discussed above.

Class 'B' Asphaltic Concrete Pavement. Due to comparatively small amount and the probability it will come from local commercial plants while furnishing material elsewhere at the same time, we have shown the mixture with the asphalt included.

Any mixture that originates in a commercial plant gives us a problem when attempting to arrive at a pay quantity for the asphalt, as the only way we can determine it is by the extraction method which is not an exact science.

Construct Manhole. This is the storm sewer connection for the catch inlet near station 2+25. The city has an existing 12" sewer running down the street. Our inlet will have about 10 feet of pipe to get to the manhole. I suppose it is conceiveable we wouldn't have to build one for such a short run of lateral pipe, and it may be that the "insurance factor" is more costly than its worth.

Construct G-2 MA Inlet. This has been covered under drainage. It cuts off the surface runoff before it can get to the ramp running into the school basement. This appeared to be necessary even though no drainage work was supposed to be done.

The general lay of the existing pavement carries the water across to the far side of the road. Our design will cause more of the runoff to concentrate on the right side, thus increasing the chance of water running into the ramp.

PCC Sidewalk. Initially, we were supposed to run a walk the full length from 99-W to the end of our work. However, two problems arose. The first was the maple trees at the beginning of the job and the second was the narrow parking lot in front of the school. As a result, we have located the walk behind the trees and just inside the right of way line as far as it goes. A logical termination point is the ramp to the basement of the school. However, we do run out of R/W width before arriving at that point. The city is working on getting at least permission from the school district to build the walk on their land to the ramp.

There is a possible alternate termination point for the walk which hasn't been considered in our estimate. This would be to connect the new one to an existing which comes in from the frontoof the school at about station 1+10. This is an old walk which has become broken through the years, but it would serve the purpose of getting the children from the school to the sidewalk along 99-W without coming on to 5th Street.

I have discussed this with Al Osborne of the city who will in turn talk to the school board and city people.

Concrete Stairway. Placement of the walk behind the tree line bring the elevation up from the elevation on 99-W by about 3.5 feet in 18 feet. This is too steep for a ramp. To flatten the grade would require excavation on the back side of a maple tree and the grade would still probably be too steep, especially during the winter snow and ice time. We have proposed a stairway using 8 steps with 5 inch risers and 2-foot pads to make the elevation change. This, with the long pads and low risers, should be the safest for the childrens' use, though as one member of the council mentioned, they will probably bicycle down it.

Adjust Manholes. This has been included in the contract though it could be done by the city if they so desire. The work is on the sanitary sewer line which runs along the left side of the street.

Addendum There was some discussion of the possibility of extending the job to station 6+00, with the school paying the costs. I have included, as the back page of the estimate sheets, figures showing the increased cost.

12 1 2.

December 8, 1978

City of Dundee
City Hall
Dundee, OR 97115

Attention: Jeanne Livengood
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. ________

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the improvement of 5th Street (Pacific Highway West to Bus Turn-a-round) in Dundee.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
November 16, 1978
Salem, Oregon

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: S.W. 5th Street
City of Dundee

TO: D. H. Moehring, Manager
OFFICE OF PROJECT MANAGEMENT

Attached are the following documents for subject project:

- Authority for Survey
- Location Prospectus
- Prospectus Map
- Estimate of Region Costs

The project is to be funded under the Special City Allotment Program and has received Commission approval.

Please process the documents through normal channels for approval.

POS/gl
Enc.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ CFE ☐
NOV 20 1978
File: PM FA
LG UP

11-22-78
Sent to Location
for approval

Section Dundee SW. 5th st. Prefix ______ Auth. No. 1

Highway City st. ______ Length 475 County Yamhill

		Authorized	Spent to	Total Required
✓ Field Survey	*(901)			2,300
✓ Citizen Input	*(902)			
Consultant	(904)			
Final Design	(905)			
Bridge Design	(906)			
Preliminary Design	(907)			
R/W Descriptions	(909)			
✓ Soils & Geology	*(910)			500
Traffic	*(911)			
Landscape	(912)			
Liaison	*(913)			
✓ Utility	*(914)			
Photogrammetry	(916)			
Location Studies	(918)			
Engr. Graphics	(919)			
Office Engineer	(920)			
Specifications	*(921)			
✓ Environmental	*(923)			
Planning	(924)			
Foundation Exploration	*(926)			
Seminars	(950)			
✓ Hearings	*(930)			
Equal Opportunity	*(935)			
TOTALS				

Field Survey % Complete Field ______ Office ______

Remarks: ______

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Dundee (S.W. 5th Street)

Highway City Street

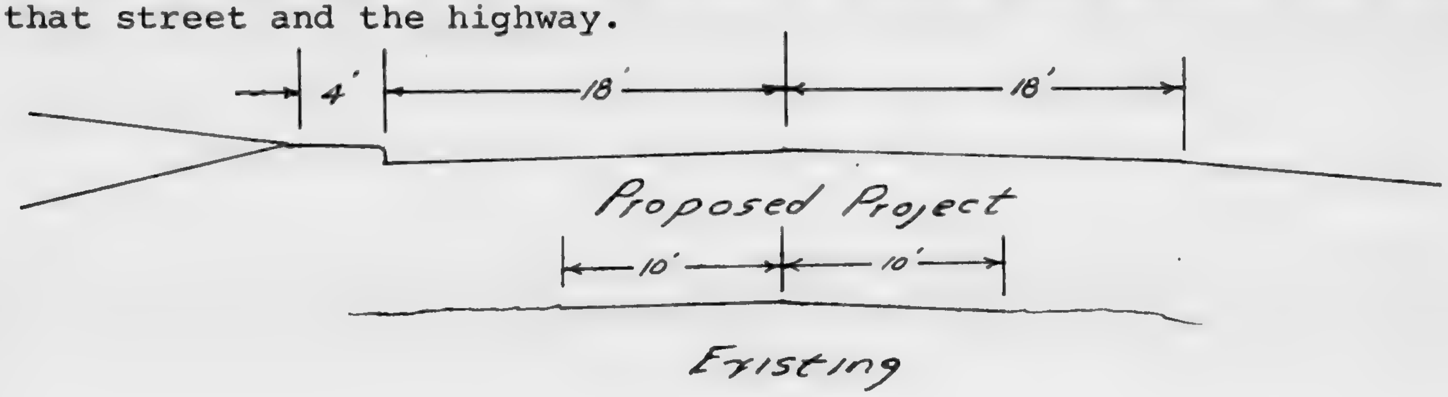
County Yamhill

Date November 1, 1978

Authorization No. 1

Survey Prefix 336-1466 (Assigned by Salem office)

Description of termini, route, length, etc.: The project begins at a point 475' northwesterly of the Pacific Highway on S.W. 5th Street in Dundee and ends at the intersection of that street and the highway.



Purpose of survey:

Prepare plans, specifications and cost estimate to widen and improve the subject city street.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Richard E. Nelson

Field Engineer

Recommended for Approval:

C. O. Fredrickson

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

LOCATION PROSPECTUS

Dundee (S.W. 5th St.)
City Street
Yamhill County

November 1978

HIGHWAY: S.W. 5th Street (City street).

TERMINI: School Bus Turn Around on the West to Pacific Highway on the East.

LENGTH: 0.09 mile (475 feet).

NARRATIVE: The purpose of this survey is to prepare plans, specifications and cost estimate to widen and drain the subject street.

A soil analysis will be required for base design. No problems are anticipated, however, with drainage of the street desired, an outlet for the storm sewer will be required.

There are no airports affected by this project.

This survey is warranted through the SCA Program.

CHARACTERISTICS: S.W. 5th street passes in front of two schools, is used as a school bus turn around, and provides additional access to an established residential area.

No ADT is available.

STANDARDS: Local City Control.

TYPICAL SECTION: Two 12 foot travel lanes, two 6 foot shoulders and one 4 foot walk on northerly side.

BRIDGES: Not applicable.

ACCESS: Not applicable.

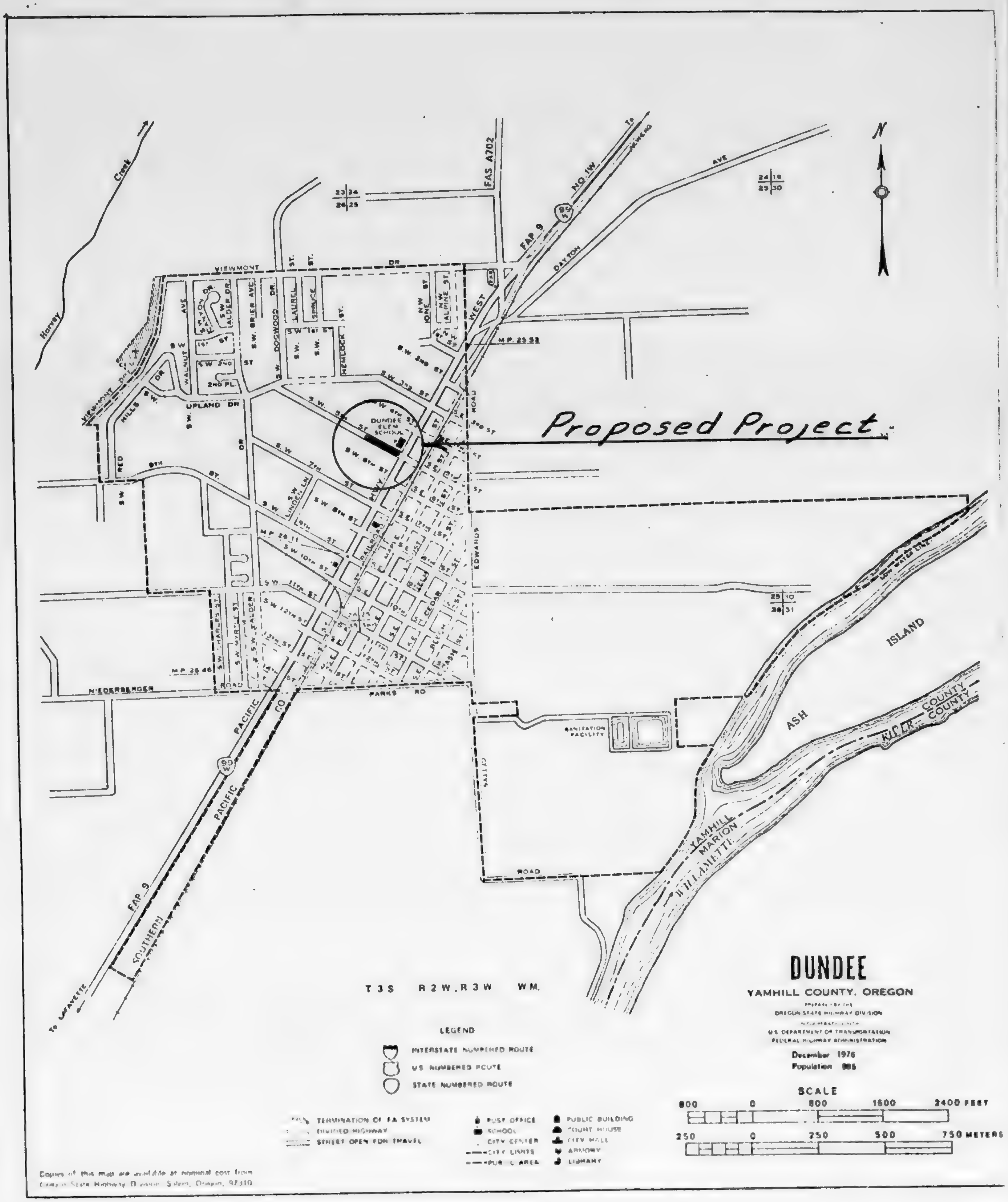
SURFACING: To be determined during the survey.

MATERIAL: Available from area suppliers.

ADDITIONAL FACILITIES: None.

AGREEMENTS: One with City of Dundee.

PARKS: Not applicable. Project passes in front of two schools.


Proposed Project
DUNDEE
YAMHILL COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
December 1976
Population 985
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS
T 3 S R 2 W, R 3 W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
Copies of this map are available at nominal cost from Oregon State Highway Division, Salem, Oregon, 97310
N
DUNDEE ELEM SCHOOL
VIEWMONT DR
UPLAND DR
FAP 9
FAS A702
PACIFIC
SOUTHERN PACIFIC
99W
DAYTON AVE
NIEDERBERGER ROAD
PARKS RD
EDWARDS ROAD
SANITATION FACILITY
Harvey Creek
ASH ISLAND
WILLAMETTE RIVER
YAMHILL COUNTY
MARION COUNTY
To LAFAYETTE
M.P. 23.32
M.P. 26.11
M.P. 26.46

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 25, 1978

Jeanne Livengood
City Recorder
City Hall
Dundee, OR 97115

Dear Ms. Livengood:

Attached are four copies of the Special City Allotment Agreement for the 5th Street project in Dundee.

Please review the agreement and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement. Forward three copies of the signed agreement and resolution authorizing the signatures to this office. Retain the extra copy of the agreement for your information. A fully executed copy will be returned for your records.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/gl
attachments
cc: D. H. Moehring

④

M

[illegible]

October 24, 1978

City of Dundee
City Hall
Dundee, Oregon 97115

Attn: Jeanne Livengood
City Recorder

Dear Ms. Livengood:

Your proposed project on 5th St. (Pacific Hwy. W. to Bus Turn-A-Round) was submitted and approved by the Transportation Commission for construction in 1979 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance Investigation, is roughly estimated to cost $57,240 with the State contributing $25,000.

Very truly yours,

ORIGINAL SIGNED BY
G. W. WIMER

Gerald Wimer
Local Government Manager

FFH:dmc

cc Reg 2

PROJECT MANAGEMENT OFFICE MEMO

Date 10-10-78

Subject Dundee SCA Project File No. ______

Received (call) (~~visit~~) ~~from~~ Woman Taking place of Recorder (who is away until October 17)

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion: She wanted to Know if it would be Ok if They let us Know if They ~~Fed~~ ~~[illegible]~~ had the Money for the project The 17th. I ask her if anyone else Could Say. She told me, No! At the time I investigated the project. The City had $15,000 - So I told her That I would go under The assumption The City Could Come up with The Money, and under location may have to Shorten The project.

Signature Fred J Hildebrandt

File	( )	( )	(✓)	( )	( )	( )	( )	( )
Circulate:	PME	LGE	OPE	FAE	CCE	OM	Other	Hildebrandt - Lt. Letter Oct 17th

9.29

October 5, 1978

City of Dundee
City Hall
Dundee, Or. 97115

ATTN: Jeanne Livengood
City Recorder

RE: SPECIAL CITY ALLOTMENT PROGRAM

Dear Ms. Livengood

Your project request for improvement on 5th Street (Pacific Hwy. to Bus turn around is now estimated to cost $57,240 with the City's cost being $32,240. If this estimated cost is within your financial means, please notify us by mail or phone no later than October 11, 1978. This program will be presented to the Transportation Commission at its meeting on October 24, 1978.

Very truly yours,

Gerald Wimer
Local Gov. Sect. Manager

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

Prelim Pr. 10/4/78

8

City: DUNDEE Date ____ Div. 2
Population: 1973: 780 1978: 1070
Street: 5th Street (Pacific Hwy W to Bus Turnaround)

No. of Previous Projects 0
Last Project 0 (Year)
Total SCA Funds $ 0
Funds/Capita $ 0
Average/Capita $ 34.03

EXISTING

Surface Now in Place: A. C. ____ Oil X Gravel ____ Concrete ____
Surface Width: 20± Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: 40 Ft.
Remarks:

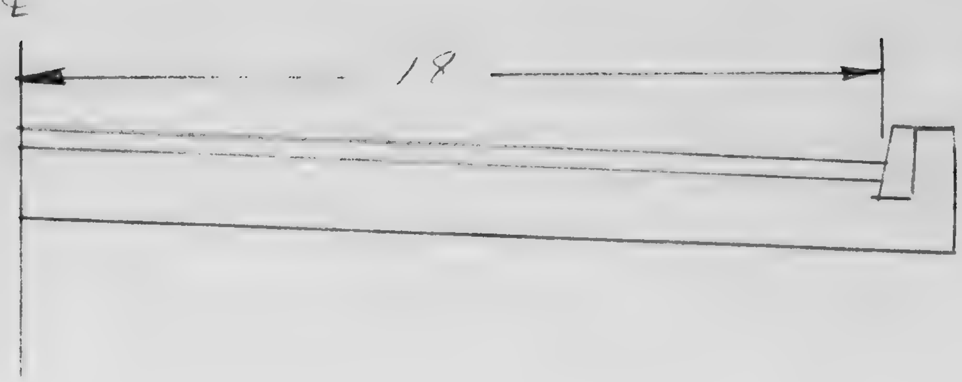
PROPOSED

Surfacing: A. C. X Oil ____ Other ____
Pavement Width: ____ Ft. Shoulder Width: ____ Ft. C-C Width: 36 Ft.
BASE DESIGN: A. C.: 3 in. Leveling: ____ in. Base: 9 in.
Lime T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.09 Mile, 475 Ft. Type Curb: Curb + Gutter
Remarks: Storm Sewer - Sidewalk: W. 4' + L - 180'
DRiveways - School Parking + 2

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$ 8%	$	$ 3350
TEMP. PROT. & DIRECT TRAFFIC	ALL	3%		[illegible]
GENERAL EXCAVATION	CU. YD	740	10.00	7400
1"-0 AGGR. BASE 9" DEEP	SQ. YD.	2200	3.25	7150
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3" DEEP	SQ. YD.	2100	4.50	[illegible]
CONCRETE INLETS	EACH	4	600.00	2400
CONCRETE CURBS	LIN. FT.	950	5.50	[illegible]
CONCRETE WALKS	SQ. YD	90	20.00	1800
CONCRETE DRIVEWAYS	SQ. YD	195	29.00	5655
8 INCH SEWER PIPE	LIN. FT.	236	12.00	[illegible]
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
			TOTAL	$ [illegible]
Permanent Signing ($100 per Intersection)				
Flagging [illegible]				6,680.00
			TOTAL	$ [illegible]
Engineering and Contingencies (20%)				[illegible]
			TOTAL	$ [illegible]
City's Estimated Share of Survey				$ 1400
			TOTAL ESTIMATED COST	$ 57,?40

*Items include 10% allowance.



Grading -

475 [illegible] 740 Cu. yd

Surfacing

475 [illegible] 2200 [illegible]

Paving

475 [illegible] 2100 Sq yd

[illegible] 475 [illegible] 950 [illegible]

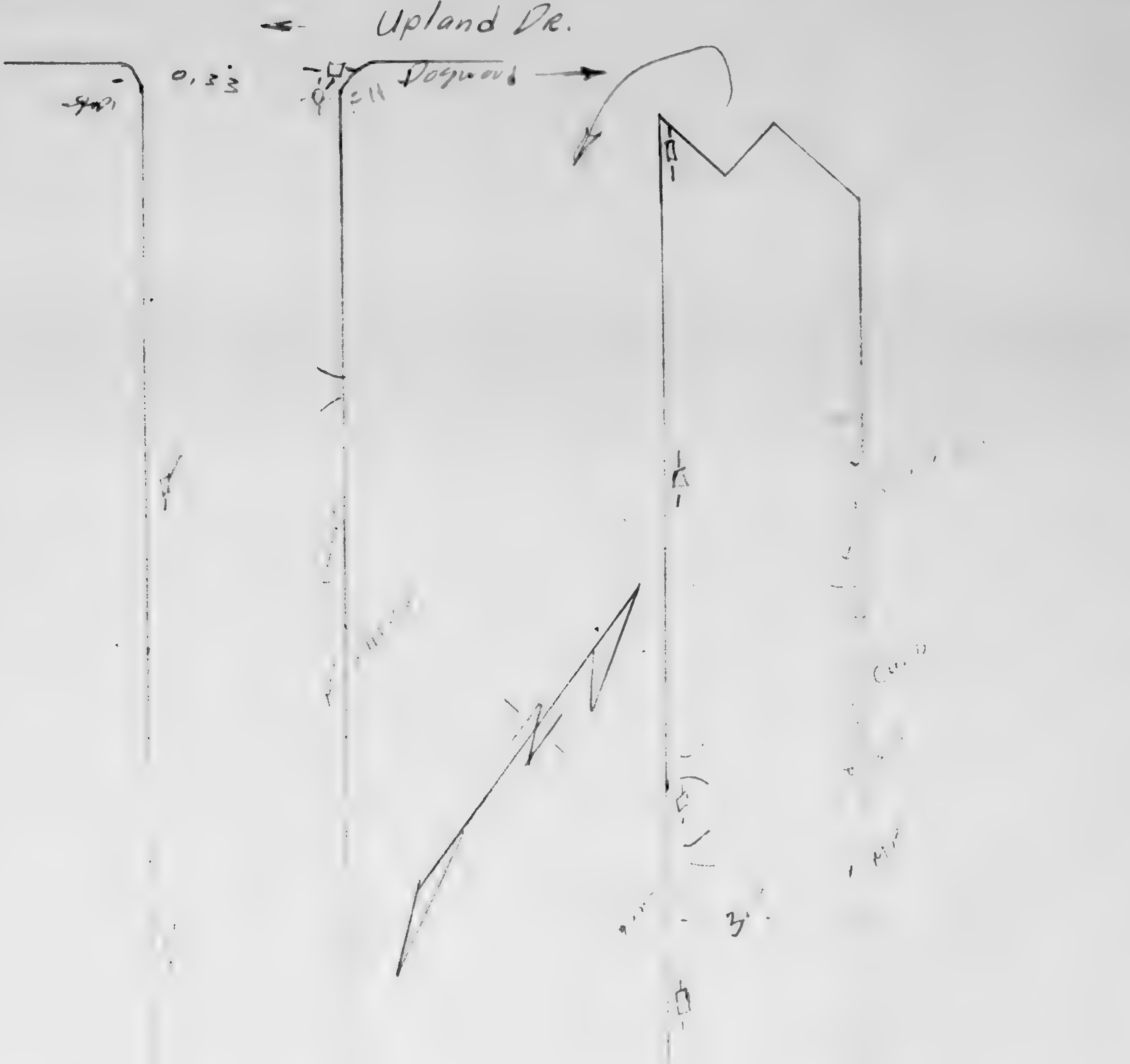
[illegible]

[illegible] 130 [illegible]

[illegible] 115'

Sewel 5751

Dundee
SW 5th.


Upland Dr.
0.33
Dogwood
3'

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CITY OF DUNDEE
CITY HALL
DUNDEE, OR. 97115

ATTN: JEANNE LIVENGOOD
CITY RECORDER

DEAR MS LIVENGOOD

I will be in your area investigating the Special City Allotment Program requests on Thursday, A.m., April, 13.

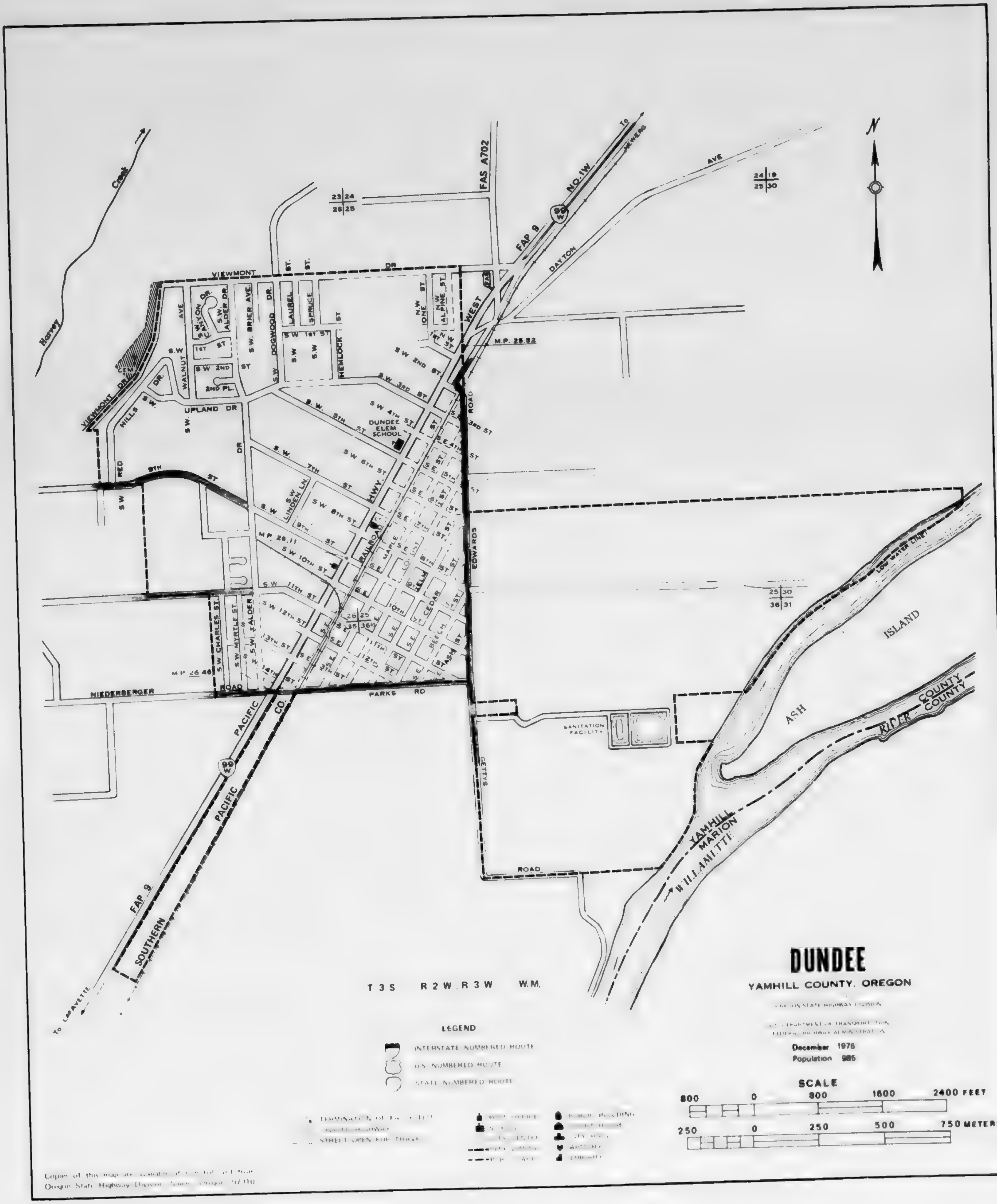
I would like to discuss DUNDEE'S application with you.

If for any reason this date is not convenient or conflicts with your schedule, please contact me by telephone at 378-6011 and we will try to arrange a mutually agreeable meeting date.

Very truly yours,

Fred F. Hildebrandt
Cities Coordinator

FFH:dmc
cc: Region 2


N
To NEWBERG
FAP 9
NO. 1W
99W
FAS A702
DAYTON
AVE
23 24
26 25
24 19
25 30
Harvey
Creek
VIEWMONT
DR
VIEWMONT DR.
CEM.
HILLS DR.
S.W.
WALNUT
AVE
S.W. CANYON DR.
S.W. ALDER DR.
S.W. BRIER AVE.
S.W. DOGWOOD DR.
LAUREL ST.
SPRUCE ST.
HEMLOCK ST.
NW IONE ST.
NW ALPINE ST.
WEST
1ST ST
S.W. 2ND ST
2ND PL.
S.W. 1ST ST
S.W. 2ND ST.
S.W. 3RD ST.
S.W. 4TH ST
S.W. 5TH ST
UPLAND DR
DUNDEE ELEM SCHOOL
S.W. 6TH ST
S.W. 7TH ST
S.W. 8TH ST
S.W. LINDEN LN.
9TH ST
S.W. 10TH ST
SW 11TH ST
SW 12TH ST
13TH ST
14TH ST
RED
9TH ST
HWY.
RAILROAD
MAPLE
ELM
CEDAR
BEECH
ASH ST
S.E.
10TH
11TH
12TH
M.P. 25.52
M.P. 26.11
M.P. 26.46
ROAD
3RD ST
EDWARDS
S.W. CHARLES ST.
S.W. MYRTLE ST.
S.W. ALDER
26 25
35 36
NIEDERBERGER
ROAD
PARKS RD
PACIFIC
CO.
SOUTHERN
PACIFIC
FAP 9
99W
To LAFAYETTE
SANITATION FACILITY
GETTYS
ROAD
25 30
36 31
LOW WATER LINE
ISLAND
ASH
RIVER
YAMHILL COUNTY
MARION COUNTY
WILLAMETTE
T 3 S R 2 W. R 3 W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
STREET OPEN FOR TRAVEL
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

DUNDEE

YAMHILL COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

December 1976
Population 985

Copies of this map are available at [illegible] from
Oregon State Highway Division [illegible] 97310

STATE OF OREGON INTEROFFICE MEMO

TO: FILES

DATE: April 11, 1978

FROM: Fred F. Hildebrandt
Cities Coordinator

SUBJECT: SCA Project Investigations
City of Dundee

This same project was turned in as an SOS project. It is on the south side of the high school and a grade school, is broken up, and is in need of repairs. School buses use this road to bring kids up to the high school and then turn around just beyond the high school and go back out again. The first 0.9 mile of the project is where the school buses turn around and is the part that needs construction the worst. The rest of it is an outlet to an established residential area. There are nut orchards adjacent to this project which could cause some problem in getting right-of-way. I contacted Jean Livengood, City Recorder, and we discussed the project. She did say the Council had told her that if they could get a project up to the bus turn around, that they would be happy to have it. They do not have over $15,000 to go with this project. They would use the State Tax Street Funds. She questioned all about what would be in the agreement and so forth then said she would take this information to the Council, and also the Mayor, as he would have final say. They would want a State administered project. Dundee has never had a project before. I would class this project as a number 1.

FFH:lml
cc: Region 2

SPECIAL CITIES ALLOTMENT

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of DUNDEE is an incorporated city of the State of Oregon and has a population of 1,155 as given by the latest official census; and

WHEREAS, the following streets of said city, 5th Street, 10th, 7th, and 9th streets.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

SPECIAL CITY ALLOTMENT
APPLICATION

PROJECT DATA:

CITY OF Dundee Date January 11, 1978

To be financed by Special City Allotment Fund and necessary city funds.

Street name Fifth Street
(Locate project on attached map)

Project length 1,800 Feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 36 feet

width of shoulders: ______ feet

Curbed section; width curb to curb: 36 feet

Has city established grade on street? Yes _____ No x
(If yes, please include copy of data)

Please indicate site for disposal of excess excavated material: East end of project

Can street be closed during construction? yes for through traffic

EXISTING STREET SECTION:

Surface now in place: Oil mat Paving ____ Gravel ____

Present surface width: 20 feet

Give width of intersecting streets: Highway 99W - 80 Ft.

Are intersecting streets curbed? Yes ____ No x

Remarks ____________________

CONCRETE CURBS:

To be constructed as part of project? Yes x No ____

Now in place? Yes ____ No x

Width between present curbs: ______ feet

Length of desired radius on curb returns: 72' feet

Does city desire special type of curbs? Yes ____ No x

Explain: ____________________

DRIVEWAYS:

To be constructed as part of project? Yes x No ____

How many? 4

Must driveways be Portland cement to comply with city code? Yes ____ No x

Is there a city ordinance specifying width and number of driveways permitted? Yes ____ No x (If yes, please include copy of ordinance)

Remarks ____________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? Yes x No ____

Electric Poles? Yes x No ____

Which company? Portland General Electric/ NW Natural Gas

Telephone poles? Yes ____ No x

Which company? ____________________

Railroad tracks? Yes ____ No x

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

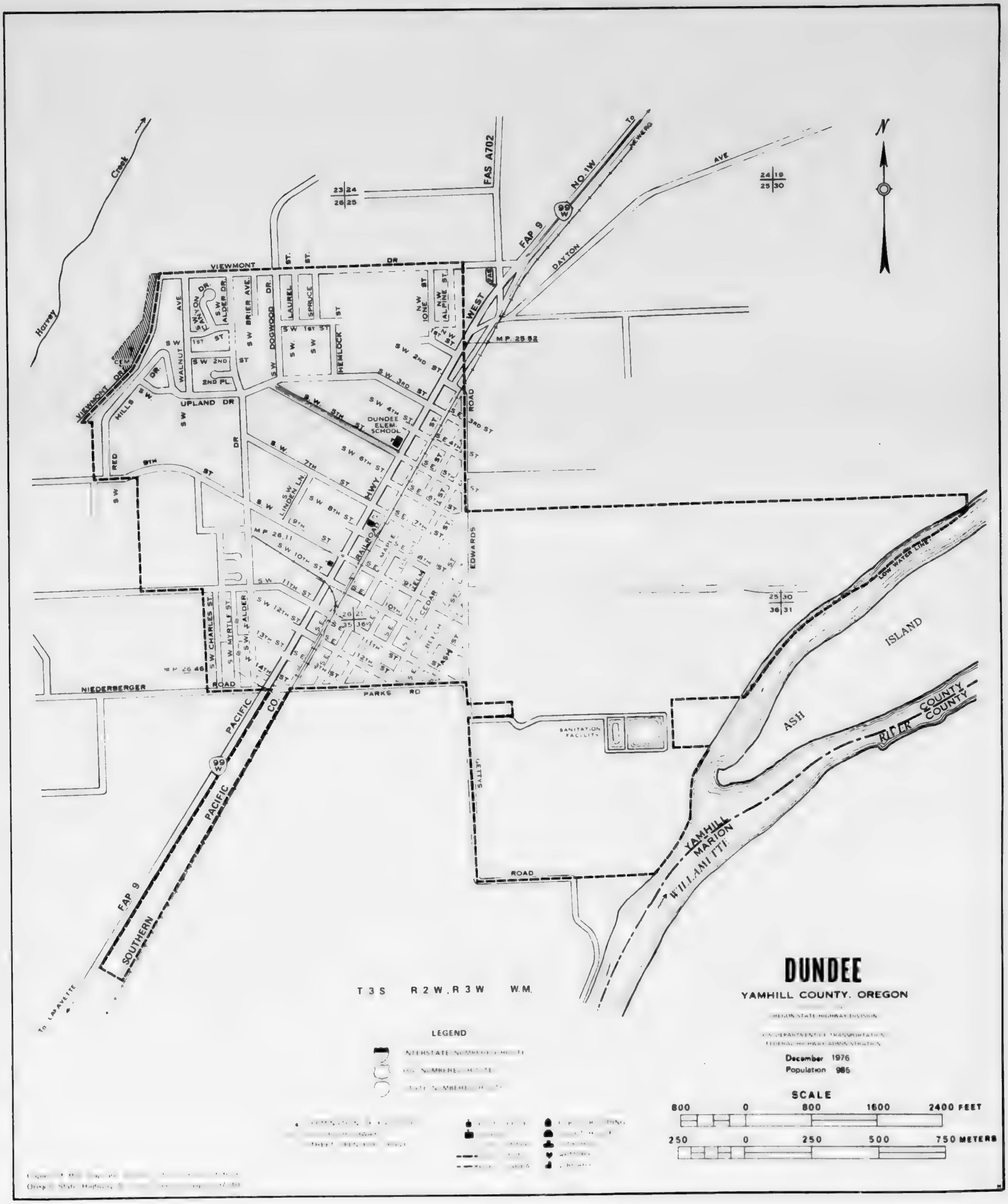
Remarks ____________________

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 40 feet

Additional right-of-way required? Yes x No ____

State to furnish right-of-way descriptions? Yes ____ No x


N
To NEWBERG
FAP 9
NO. 1W
99W
WEST
FAS A702
DAYTON
AVE
VIEWMONT
DR
Harvey
Creek
CEM
VIEWMONT DR
MILLS ST
S W WALNUT AVE
CANYON DR
S W ALDER DR
S W BRIER AVE
DOGWOOD DR
LAUREL ST
SPRUCE ST
HEMLOCK ST
N W IONE ST
N W ALPINE ST
S W 1st ST
S W 2ND ST
2ND PL
UPLAND DR
S W 3RD ST
S W 4TH ST
S W 5TH ST
DUNDEE ELEM. SCHOOL
S W 6TH ST
S W 7TH ST
S W 8TH ST
9TH ST
S W LINDEN LN
HWY
RAILROAD
EDWARDS
ROAD
MP 25.52
MP 26.11
S W 10TH ST
S W 11TH ST
S W 12TH ST
13TH ST
14TH ST
S W CHARLES ST
S W MYRTLE ST
S W ALDER
MAPLE
CEDAR
ASH ST
NIEDERBERGER
ROAD
PARKS RD
MP 26.46
RED
S W
PACIFIC
CO
SOUTHERN
FAP 9
To LAFAYETTE
SANITATION FACILITY
ROAD
LOW WATER LINE
ASH
ISLAND
RIVER
COUNTY
COUNTY
YAMHILL
MARION
WILLAMETTE
23 | 24
26 | 25
24 | 19
25 | 30
25 | 30
36 | 31
T3S R2W, R3W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

DUNDEE

YAMHILL COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

December 1976
Population 985

1980 Middlebrook St. - Pacific 9100
Hwy. W. Sec., Springbrook St.
in Newberg. (gr. & pav.)

Smead®
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, UT
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

C & A 6556 5-23-78
3-7-79

1100

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER: 138704

DATE: 2/17/84

YOUR ORDER NUMBER:

BILLING REQ. NUMBER: CA 2517

NEW

CODE: NEWBERG

•
• CITY OF NEWBERG
• CITY HALL
• NEWBERG OR 97132

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	324	02			8,130.36
336-1085	296	00	000		8,130.36
336-1085	295	00	000		(8,130.36)

DESCRIPTION		TOTAL PRICE
FINAL BILLING: MEDDLEBROOK ST. PAC. HWY W, SPRINGBROOK ST. M-5885-(1) (2) & (3) COUNTY SHARE OF COSTS PER ITEMIZED STATEMENT ATTACHED:		
R/W	513.99	
PE	2,612.44	
CONST.	31,439.13	
TOTAL COUNTY SHARE	34,565.36	
LESS: ADV. DEP.	(26,435.00)	
TOTAL		8,130.36

110.00 ACCT. FINAL

NEWBERG INV. 2002

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2-1-84
CITY: NEWBERG AGREEMENT NO: 6556 PROJECT NO: M-5885(1)(2) &(3)

CONTRACT NO: 9100 SECTION: Middlebrook St.-Pac. Hwy. W., Springbrook St.

PRELIMINARY ENGINEERING: (Prefix No. 336-1960):

Project Manager	$ 17,157.40
Final Design	10,865.96
R/W Descriptions	2,361.78
Soils & Geology	1,868.19
Signing	448.56
R/W Liaison	293.24
Utility Liaison	442.70
Program Section	129.69
Specifications	2,515.14
Administrative Services	29.47
Environmental Section	206.92
TOTAL P.E. COST	$ 36,319.05
Less Federal Funds	(31,124.86)
BALANCE	$ 5,194.19
Less Non-Participating Costs-Project Manager	(30.30)
AMOUNT TO BE SHARED	$ 5,163.89

STATE SHARE: 50% of $5,163.89 = $2,581.95

CITY SHARE: (50% of $5,163.89) + $30.30 = $2,612.24

RIGHT-OF-WAY (Prefix No. 336-2513):

Land Cost	$ 325.00
Value of Trees, Shrubs, etc.	4,545.00
Appraisals	964.23
Title Cost & Recording Fees	88.15
Negotiation Expense	2,305.28
Relocation Computation	19.83
Program Section	28.71
Engineering	398.82
TOTAL R/W COST	$ 8,675.02
Less Federal Funds	(7,647.03)
BALANCE	$ 1,027.99

STATE SHARE: 50% of $1,027.99 = $514.00

CITY SHARE: 50% of $1,027.99 = $513.99

CONSTRUCTION (Prefix No. 336-1085):

Payment to Contractor	$364,078.40
Interest on Final Payment	200.59
SFO #1 Permanent Pavement Striping	1,049.82
SFO #2 Adjust City Water Lines	753.72
SFO #4 Permanent Signing	471.38
SFO #5 Road Base Deflection Check	844.70
Construction Engineering	65,226.60

Program Section		111.77
Salem Lab		857.53
Technical Services		454.83
Construction Section		633.09
EEO Monitoring Expense		43.94
TOTAL CONST. COST		$434,726.37
Less Federal Funds		(372.161.84)
BALANCE		$ 62,564.53
Less Non-Participating Costs:		
Payment to Contractor	$ 70.00	
Interest on Final Payment	200.59	
SFO #1	9.00	
SFO #4	8.81	
SFO #5	25.34	
Construction Engineering	12,221.09	(12,534.83)
AMOUNT TO BE SHARED		$ 50,029.70

STATE SHARE: 50% of ($50,029.70 + $12,221.09) = $31,125.40

CITY SHARE: 50% of ($50,029.70 + $12,221.09) + ($12,534.83 - $12,221.09) = $31,439.13

SUMMARY:

City Share P.E. Cost	$ 2,612.24
City Share R/W Cost	513.99
City Share Const. Cost	31,439.13
TOTAL CITY SHARE	$ 34,565.36
Less City Advance Deposits:	
P.E. Deposit 5-31-78	$ (1,435.00)
Const. Deposit 3-14-80	(25,000.00)
AMOUNT DUE FROM CITY	$ 8,130.36

GEZ:pf

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQM-M-5885(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-17-83

4. PROGRAM NO.

5. ITEM NO. 80251

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copies to
Zehner
Jon Peterson

7. DATE AUTHORIZATION EFFECTIVE 2/17/83

8. FEDERAL ROUTE NUMBER FAU 5885

9. STATE ROUTE NUMBER Ctiy Street

10. GENERAL LOCATION:

Middlebrook Street - Pacific Highway West (Newberg)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested by Mr. Swan's letter of 2/8/83 I approve adding appropriation code W32 to the subject project and changing project number to TQM-M-5885(3).

Also, as requested in Mr. Swan's letter of 2/8/83 I approve the revised Construction Costs, to a TEC of $427,398 Federal Funds $376,750.32.

(Increase TEC $2,491 Federal Funds $2,195.32 Appn Code W32)

14. DATE 2/17/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

a

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9105

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 8, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Project No. TQM-5885(3)
Middlebrook St.-Pacific Hwy. W. (Newberg) Sec.
Yamhill County

I request your approval of a program change to joint finance the subject project utilizing urban system funds (Appn Code W32) to supplement Transition Quarter funds (Appn Code 124).

This change is necessary to cover the increase in final costs on the project and will involve the following revisions in project numbering and financing:

1) Project No. -----Change to TQM-M-5885(3)
2) Financing -------

Appn Code	Work	Total Cost	Federal Funds
124	Const.	$424,907.00	$374,555.00
W32	Const.	2,491.00	2,195.32
	TOTAL	$427,398.00	$376,750.32

CL:bks
cc: Gary Zehner
General Files

Form 734-3122

nig cc: OSHD(Cou[illegible]er)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 11-1-82	REPORT MADE BY W. Kappus, Area Engineer		PROJECT NO M-5885(3)
COMPLETION DATE 10-23-80	ACCEPTANCE DATE BY CONTRACT AGENCY 10-27-81	TIME ELAPSED 212 cal days%	CONTRACT TIME 210 cal days
APPROVED EXTENSIONS 2 cal days, 10-31-80	LOCATION City Street, Junct 10, North to Middlebrook(Newberg)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MIDDLEBROOK STREET - PACIFIC HIGHWAY W.
SPRINGBROOK STREET (NEWBERG)
Grading, Drainage & Paving

This project provided for the widening of a 2-lane facility to provide a 44-foot curbed roadway section of two 12-foot travel lanes, two 10-foot parking lanes, and 4-foot sidewalks on both sides.

The total project cost overran the original estimate approximately 4 percent.

A final inspection of the completed project was made on September 17, 1981.

--- WHK ---

NOTED
W. E. SCHWARTZ
Cof
11/18

RECEIVED
STATE HWY ENGR
NOV 15 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus		SIGNATURE Glenn K. Hossner	
TITLE Area Engineer	DATE 11-1-82	TITLE Field Operations Engineer	DATE 11/15/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9100

L.

November 4, 1981

American Fidelity Fire Insurance Co.
% Dennis Gilbert
Northwest Bonding Agency
P.O. Box 1448
Beaverton, OR 97005

CON 5
#9100

Gentlemen:

Contract No. 9100 awarded to Dale's Sand and Gravel Co., Inc., for work on the Middlebrook Street-Pacific Highway West (Newberg) Section of FAU 5835 in Yamhill County was completed on September 16, 1981, and accepted by the State Highway Division on October 27, 1981.

Final payment in the amount of $15,907.30 will be made payable to you as surety % Charles Kobin, Attorney at Law, 610 S. W. Alder Street, Portland, OR 97205, after November 9, 1981. The total contract amount is $371,505.80 including $272.90 for work performed under force account.

You have been advised previously of claims filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc
Dale's Sand and Gravel Co., Inc.
13600 S. W. Pacific Highway
Sherwood, OR 97140

Mr. Charles Kobin
Attorney at Law
610 S. W. Alder Street
Portland, OR 97205

bc
C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

L

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
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DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

NOTED
JACK L. SOLLIS

August 28, 1981

RECEIVED
AUG 31 1981
LEGAL

Oregon Asphaltic Paving Co.
1220 SE 190th
Portland, Oregon 97233

Attn: Oren Adams, President

Re: American Fidelity Fire Insurance Co. -- Middlebrook -- Department of Transportation -- Contract No. 9100

Dear Oren:

You have reported agreement with the State Department of Transportation, Warren Mueller, Resident Engineer, concerning completion of above project correction work on asphaltic paving per our letter agreement of April 14, 1981 addressed to Jack Sollis, a copy of which is enclosed for your ready reference.

You have delivered a price agreement prepared by the State, and signed by the State and City of Newberg.

In discussing the price agreement, I called Jack Sollis and it was agreed that Oregon Asphaltic should sign the price agreement as the "contractor". This is satisfactory to Mr. Sollis, the State's legal counsel. Please deliver a copy of this letter to Mr. Mueller so that he will know that I was in contact with Mr. Sollis and no further communication is necessary.

I would request that following completion of work which I understand will be done next week, weather permitting, that the balance of the state withholding, $16,000.00, will immediately be paid to American Fidelity Fire Insurance Co. care of the undersigned.

Very truly yours,

KOBIN & MEYER, P.C.

Charles L. Kobin

CLK:mw
Encl:
cc: Mr. Bill Thomas
Mr. Jack Sollis

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
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ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL
LEO LEVENSON
OF COUNSEL

April 14, 1981

Mr. Jack Sollis
Assistant Attorney General
& Counsel
Department of Justice
Highway Legal
113 Transportation Building
Salem, OR 97310

Re: Proceeds due on Middlebrook job
Contract #9100
American Fidelity Fire Insurance Co.
Dale's Sand & Gravel Co.

Gentlemen:

Confirming our telephone conversation with you of April 2, 1981, and events occuring at meeting in your office with representatives of Dale's Sand & Gravel, Co. and Oregon Asphaltic Paving of March 25, 1980:

We request that all remaining job proceeds including all retainages be paid to American Fidelity Fire Insurance Co. in care of the undersigned.

I am authorized on behalf of American Fidelity to represent to the State that American will continue to indemnify and hold the State harmless from claims made under this bond and as a result of payments of proceeds requested above.

This further confirms that you will provide a copy of the approved final estimate from the State from which $16,000 will continue to be held on account for work yet to be performed by subcontractor Oregon Asphaltic Paving Co. The matter of the repair of the asphalt has been the subject of previous communications and discussions in your office on March 25. At that meeting, Dale's and it's subcontractor, Oregon Asphaltic Paving agreed that the State could withhold $16,000 on account of corrective work to be performed on the second lift of asphalt. This work cannot be done until the weather has sufficiently warmed in order that it might be done satisfactorily. The nature and extent of the work at this time and at the time of our meeting in your office was not known but it was acknowledged by all concerned that at the outside the requirement of the contractor would be to overlay the asphalt areas which are in question. The $16,000 being withheld from the contract earnings currently by the State represent a conservative estimate of the amount required to perform this work. Upon accomplishment of this work, the balance of the proceeds of the contract will be paid to American Fidelity Fire Insurance Co. just as the currently due proceeds are being paid.

You confirmed at the meeting in your office that there was currently due and owing on this contract retainage of $16,846.87 and contract earnings of $27,012.63 for a total of $43,859.50 from which the $16,000 amount above described shall be deducted before payment.

We will expect to be receiving the State's check consistent with the above shortly.

Very truly yours,

KOBIN & MEYER, P.C.

CHARLES L. KOBIN

Charles L. Kobin

cc: William Thomas
Oregon Asphaltic Paving

CLK/SMS

Form 81-734-1180 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Middlebrook St. - Pacific Hwy.
Date: Aug 25, 1981
Highway: Springbrook
Contract No.: 9100
County: Yamhill
Prefix: 336-1085
Contractor: Dales Sand & Gravel (~~[illegible]~~)
F. A. Project No.: TQM-5885(3)
Address: 610 S.W. Alder St. Portland, Or 97205
Price Agreement No.: 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Overlay in part Sta. 100+50 to 106+85. Patch joints at Hwy.99W, Aquarius St., and aprox Sta 107+50. Seal three (3) open graded areas, Adjust water valves Sta 100+50 to 106+85 and 125+50

Locations by station numbers:

100 + 00 to 127 + 00

Names of pay items, estimated quantities and agreed prices:

Surface repair at no cost to State or City

Specifications, basis of measurement and other provisions:

Contractor to place Class "D" Commercial A.C. Mix at 3/4 " thickness, limits as shown on attached plans. Contractor to tack , do incidental sweeping and adjust valve boxes. City to sweep street and loosen valve boxes for adjustment. This Price Agreement relieves Contractor of meeting grade tolerances and other remaining surface deficiencies providing their repair work meets grade and surface texture requirements.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 430,556.48
Present estimate of project cost, including $ 0.00 for work under this order	$ 438,563.45
Expected ~~under-run~~ over-run (amount)	$ 8,006.97
Expected ~~under-run~~ over-run (per cent)	1.8

Space to right of this line is for use of Salem Office

X Submitted by: Warren E Mueller
Resident Engineer

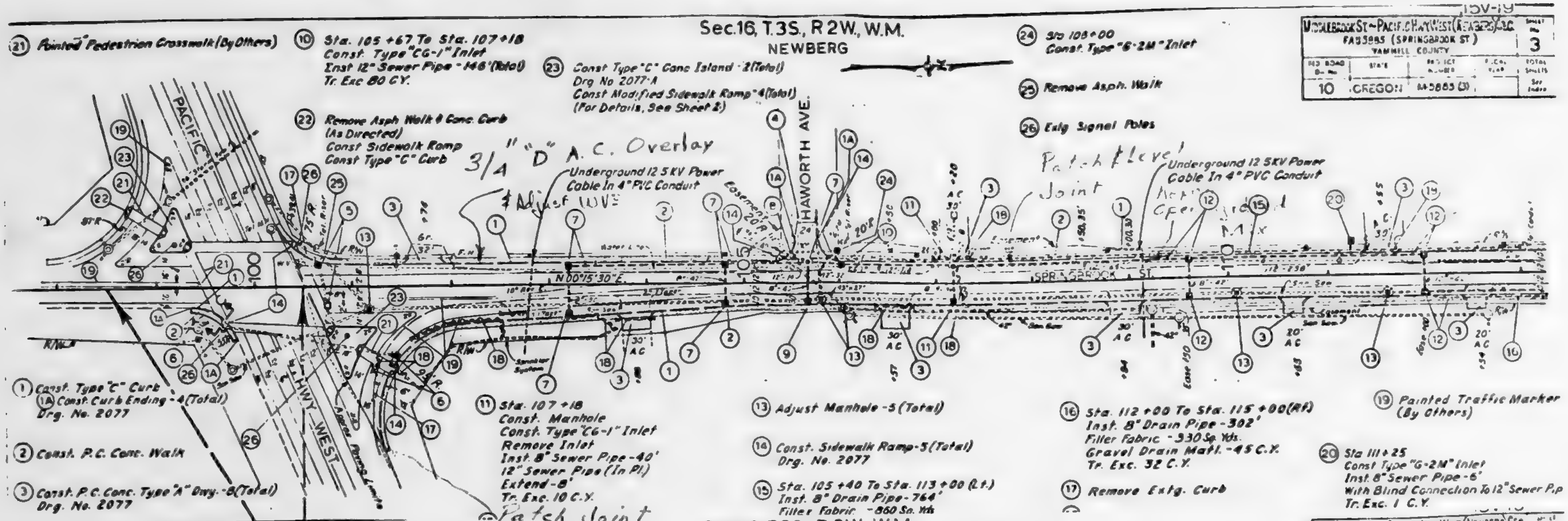
Signed: Oregon Asphaltic Paving Co.
Contractor
O.W. Adams Pres.

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-79603-734 Approval Recommended Glenn Hall


PACIFIC
HWY WEST
HAWORTH AVE.
SPRINGBROOK ST.
N 00°15'30" E
R/W
75' R
Easement
Approx. Paving Limits
Sanitary System
30' AC
20' AC
Underground 12.5KV Power Cable In 4" PVC Conduit
Underground 12.5KV Power Cable In 4" PVC Conduit
3/4" "D" A.C. Overlay
& Adjust WVS
Patch & level Joint
Repair Open graded Mix
Patch Joint
100
105
110

Sec.16, T.3S., R2W., W.M.
NEWBERG

15V-19

MIDDLEBROOK ST ~ PACIFIC HWY WEST (NEWBERG) SEC. FAU 5885 (SPRINGBROOK ST) YAMHILL COUNTY				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-5885 (3)		See Index

① Const. Type "C" Curb
(1A) Const. Curb Ending - 4(Total)
Drg. No. 2077

② Const. P.C. Conc. Walk

③ Const. P.C. Conc. Type "A" Dwy. - 8(Total)
Drg. No. 2077

⑩ Sta. 105+67 To Sta. 107+18
Const. Type "CG-1" Inlet
Inst 12" Sewer Pipe - 146'(Total)
Tr. Exc 80 CY.

⑪ Sta. 107+18
Const. Manhole
Const. Type "CG-1" Inlet
Remove Inlet
Inst. 8" Sewer Pipe - 40'
12" Sewer Pipe (In Pl.)
Extend - 8'
Tr. Exc. 10 C.Y.

⑬ Adjust Manhole - 5 (Total)

⑭ Const. Sidewalk Ramp - 5 (Total)
Drg. No. 2077

⑮ Sta. 105+40 To Sta. 113+00 (Lt.)
Inst. 8" Drain Pipe - 764'
Filter Fabric - 860 Sq. Yds

⑯ Sta. 112+00 To Sta. 115+00 (Rt.)
Inst. 8" Drain Pipe - 302'
Filter Fabric - 330 Sq. Yds.
Gravel Drain Matl. - 45 C.Y.
Tr. Exc. 32 C.Y.

⑰ Remove Extg. Curb

⑲ Painted Traffic Marker
(By Others)

⑳ Sta 111+25
Const Type "G-2M" Inlet
Inst. 8" Sewer Pipe - 6'
With Blind Connection To 12" Sewer Pip
Tr. Exc. 1 C.Y.

㉑ Painted Pedestrian Crosswalk (By Others)

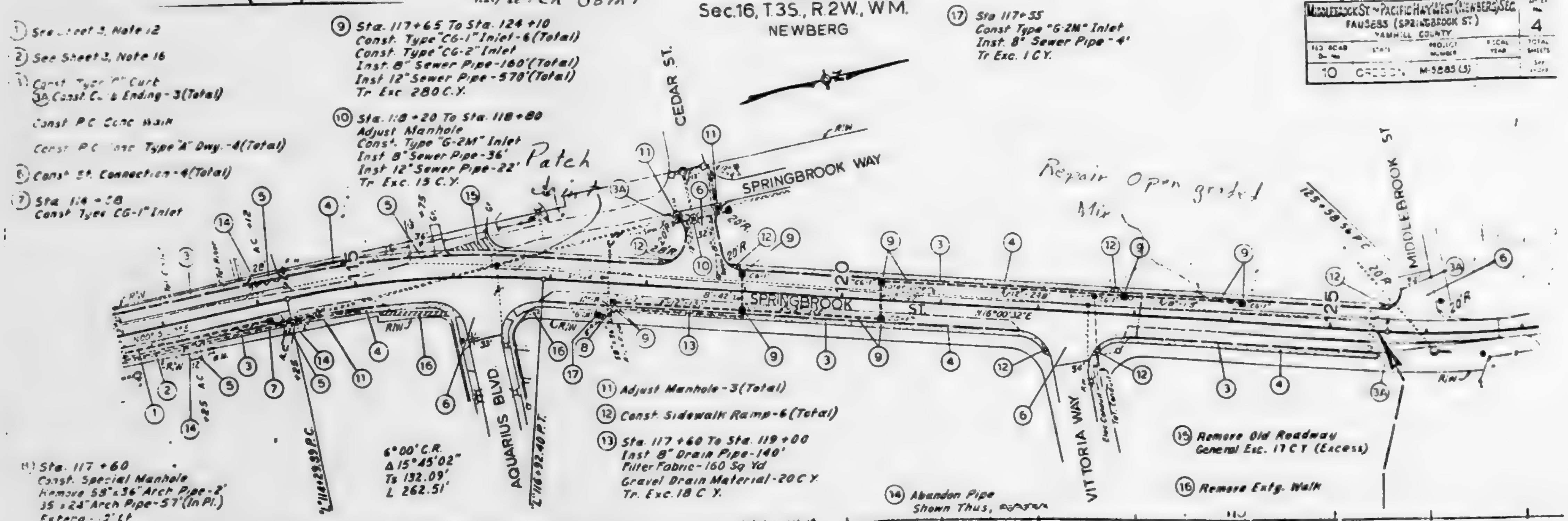
㉒ Remove Asph Walk & Conc. Curb
(As Directed)
Const Sidewalk Ramp
Const Type "C" Curb

㉓ Const Type "C" Conc Island - 2(Total)
Drg No 2077-A
Const Modified Sidewalk Ramp - 4(Total)
(For Details, See Sheet 2)

㉔ Sta 108+00
Const. Type "G-2M" Inlet

㉕ Remove Asph. Walk

㉖ Extg Signal Poles


CEDAR ST.
SPRINGBROOK WAY
SPRINGBROOK ST.
AQUARIUS BLVD.
VITTORIA WAY
MIDDLEBROOK ST
N 16°00'32" E
R/W
20' R
"L" 114+29.99 P.C.
"L" 116+92.40 P.T.
125+58.56 P.C.
6°00' C.R.
Δ 15°45'02"
Ts 132.09'
L 262.51'
Patch Joint
Repair Open graded Mix
110
120
125

Sec.16, T.3S., R.2W., W.M.
NEWBERG

MIDDLEBROOK ST ~ PACIFIC HWY WEST (NEWBERG) SEC. FAU 5885 (SPRINGBROOK ST) YAMHILL COUNTY				SHEET No. 4
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-5885 (3)		See Index

① See Sheet 3, Note 12

② See Sheet 3, Note 16

③ Const. Type "C" Curb
(3A) Const. Curb Ending - 3(Total)

Const. P.C. Conc. Walk

Const. P.C. Conc. Type "A" Dwy. - 4(Total)

⑥ Const. St. Connection - 4(Total)

⑦ Sta. 114+08
Const. Type CG-1" Inlet

⑧ Sta. 117+60
Const. Special Manhole
Remove 58"x36" Arch Pipe - 2'
35 x 24" Arch Pipe - 57' (In Pl.)
Extend - 3' Lt
- 2' Rt.

⑨ Sta. 117+65 To Sta. 124+10
Const. Type "CG-1" Inlet - 6 (Total)
Const. Type "CG-2" Inlet
Inst. 8" Sewer Pipe - 160' (Total)
Inst 12" Sewer Pipe - 570' (Total)
Tr Exc 280 C.Y.

⑩ Sta. 118+20 To Sta. 118+80
Adjust Manhole
Const. Type "G-2M" Inlet
Inst 8" Sewer Pipe - 36'
Inst 12" Sewer Pipe - 22'
Tr. Exc. 15 C.Y.

⑪ Adjust Manhole - 3(Total)

⑫ Const. Sidewalk Ramp - 6(Total)

⑬ Sta. 117+60 To Sta. 119+00
Inst 8" Drain Pipe - 140'
Filter Fabric - 160 Sq Yd
Gravel Drain Material - 20 C.Y.
Tr. Exc. 18 C.Y.

⑭ Abandon Pipe
Shown Thus,

⑮ Remove Old Roadway
General Exc. 17 C.Y. (Excess)

⑯ Remove Extg. Walk

⑰ Sta 117+55
Const Type "G-2M" Inlet
Inst. 8" Sewer Pipe - 4'
Tr Exc. 1 C.Y.

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINI TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
TQM-5885(3)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80251

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/1/81	8. FEDERAL ROUTE NUMBER FAU 5885	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Middlebrook Street - Pacific Highway West (Newberg)

11. GENERAL DESCRIPTION OF WORK

Check deflection of road base with Beckelman Beam.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of May 1, 1981 as requested in Mr. Keasey's letter of 5/5/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,000 Federal Funds $881.

14. DATE 5/12/81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE

1100

L.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
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ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL

LEO LEVENSON
OF COUNSEL

April 27, 1981

Mr. Jack Sollis
State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Re: American Fidelity Fire Insurance Company

Dale's Sand & Gravel Co.

Job: Middlebrook - ~~Pacific~~ Highway
Contract # 9100
Bond Number: 04 626 2919650

Gentlemen:

We have previously written to you on behalf of our client, American Fidelity Fire Insurance Company requesting that all job proceeds off the above project owing to Dale's Sand & Gravel Co. be paid to our client. We renew this request. We are advised, at this time, that the United States National Bank of Oregon will not claim these proceeds nor object to payment of these proceeds to American Fidelity Fire Insurance Company, as surety. Attached hereto is a copy of letter from James R. Streinz, attorney for USNB, confirming said position. We would request your advice as to the amounts currently due and payable on each of the contracts and when we could expect to receive your check payable to our client. Thank you.

Very truly yours,

KOBIN & MEYER, P.C.

CHARLES L. KOBIN

Charles L. Kobin

Encl.
CLK/SMS
cc: William McAllister ✓
Robert W. Gormsen ✓

Gormsen noted - Sollis to handle above request

STOEL, RIVES, BOLEY, FRASER AND WYSE
(DAVIES, BIGGS, STRAYER, STOEL AND BOLEY)
(RIVES, BONYHADI & SMITH)

LAW OFFICES
900 S W FIFTH AVENUE
PORTLAND, OREGON 97204

(503) 224-3380

ALLAN R. ABRAVANEL
JEFFREY MICHAEL ALDEN
RICHARD E. ALEXANDER
RICHARD D. BACH
PAUL L. BOLEY
ERNEST BONYHADI
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
KAREN K. CREASON
THOMAS P. DEERING
JOHN DETJENS, III
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
GEORGE M. GALLOWAY
LEONARD A. GIRARD
WILLIAM J. GLASGOW
GERSHAM GOLDSTEIN
RONALD S. GROSSMANN
CHARLES H. HABERNIGG
ROBERT F. HARRINGTON
JOHN R. HAY
RICHARD A. HAYDEN, JR.
DAVID G. HAYHURST
HENRY H. HEWITT
CHARLES F. HINKLE

ROBERT H. HUNTINGTON
STEPHEN T. JANIK
VELMA JEREMIAH
RICHARD C. JOSEPHSON
JOEL D. KUNTZ
DEXTER E. MARTIN
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
GEORGE K. MEIER, III
DAVID P. MILLER
GREGORY R. MOWE
HARDY MYERS
THOMAS R. NICOLAI
MILO E. ORMSETH
TERRENCE R. PANCOAST
MARK H. PETERMAN
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
GEORGE D. RIVES
RICHARD E. ROY
JOHN M. SCHWEITZER
PATRICK J. SIMPSON
HUGH SMITH
THOMAS B. STOEL
MANLEY B. STRAYER
JERE M. WEBB
CLARENCE R. WICKS
MARCUS WOOD
WILLIAM W. WYSE

Counsel
DAVID L. DAVIES
HUGH L. BIGGS

GAIL L. ACHTERMAN
CHARLES F. ADAMS
STEPHEN E. BABSON
MARGARET M. BAUMGARDNER
WILLIAM A. BERG
RUTH A. BEYER
CONSTANCE HEIMS BLOCK
JOHN A. BOGDANSKI
JOHN F. BRADACH
HENRY C. BREITHAUPT
DEE K. CARLSON
BERTRAND J. CLOSE
ELIZABETH F. COSGRIFF
NANCY L. COWGILL
E. JOSEPH DEAN
FRANCIS S. DELIA
CHRISTINE L. DICKEY
MARK R. FEICHTINGER
RANDOLPH C. FOSTER
NANCY M. GANONG
ANDREW R. GARDNER
BENNETT H. GOLDSTEIN
SUSAN P. GRABER
DAVID W. GREEN
STEPHEN L. GRIFFITH

THOMAS G. P. GUILBERT
KIRK R. HALL
SUSAN M. HAMMER
JOYCE A. HARPOLE
JAMES C. HOWE
PAMELA L. JACKLIN
PETER R. JARVIS
GREGORY F. JENNER
CHARLES S. LEWIS, III
DENNIS LEYBOLD
GREGORY H. MACPHERSON
WILLIAM E. MERRITT
ROBERT J. MOORMAN
THOMAS H. NELSON
MARK A. NORBY
MARGARET HILL NOTO
THOMAS R. PAGE
GUY A. RANDLES
LOIS O. ROSENBAUM
STEVEN SCROGGIN
JAMES RAY STREINZ
ANN E. THOMPSON
E. WALTER VAN VALKENBURG
STEPHEN S. WALTERS
TIMOTHY J. WYLDER

April 24, 1981

Mr. Charles Kobin
Kobin & Meyer
Suite 800, 610 SW Alder
Portland, Oregon 97205

BY MESSENGER

Dear Mr. Kobin:

Re: Dale's Sand & Gravel Co.

This letter is to confirm that our client, U.S. National Bank of Oregon has consented to your request that American Fidelity Fire Insurance Co. be paid all withheld funds from the "jobs" listed in Exhibit A, attached hereto. This consent is without prejudice to latter claims and defenses by U.S. National Bank in the Dale's Industries' matter.

Sincerely yours,

James Ray Streinz

James Ray Streinz

JRS:kkq
Attachment

BONDED JOBS

RE: AMERICAN FIDELITY FIRE INSURANCE CO. -- DALE'S SAND & GRAVEL, CO.

JOB NAME	BOND #	DATE OF BOND
NW Pettygrove NW 12th - 14th	04 646 2919643	02/26/80
NW Brazee Street	04 646 2919611	02/12/80
PHASE II - NE Fessenden	04 646 2919745	04/29/80
N. Columbia Way	04 646 2919698	03/12/80
NE Hamlin Avenue	04 646 2919701	02/27/80
Marcum & Cecilia St.	04 646 2919699	03/12/80
Courtney - Girard	04 646 2919697	03/12/80
SW Terwillger Pl	04 646 2919618	02/13/80
SE 190th & Stark	04 646 2919746	04/1980
NE 111th, SE 111th, NE Everett, SE Stark	04 646 2919825	04/23/80
148th Storm Drain	04 646 2919839	05/27/80
Middlebrook - Pacific Highway	04 646 2919650	03/21/80
Scholls Ferry at Allen	04 646 2919684	03/18/80
Portland Golf Club	04 646 2919717	03/31/80
Forest Grove	04 646 2919696	03/19/80
Seneca - Martinazzi	04 646 2919135	08/13/79
City of Cornelius	04 646 2919760	04/1980
City of Tigard	04 646 2919601	02/01/80
King City	04 646 2919786	04/28/80
City of Canby	04 646 2919824	04/14/80
City of Oregon City	04 646 2919764	

L.

STATE OF OREGON INTEROFFICE MEMO

TO: Carroll Keasey
Assistant State Highway Engineer/Construction

DATE: April 20, 1981

FROM: Jack L. Soldis JLS
Assistant Attorney General and Counsel

SUBJECT: Final Payment Contract #9100
and Completion of Work

Attached please find a copy of a letter from the attorney for the bonding company. Please note that the bonding company has agreed to hold the State harmless for any claims made under the bond as a result of payments to the bonding company.

The figures recited in the letter are those figures that I supplied the attorney during our meeting and it would appear now that it is appropriate to pay to the bonding company all monies owing on the job over and above the $16,000.00 retainage.

The $16,000.00 retainage for completion of the asphalt work should not be paid until the field has approved that work and the contract has been finalized.

It was agreed at the meeting that there was no other work to be done besides the asphalt work and therefore as soon as it was completed, the job would be finalized and final payment made.

Please initiate the paper work to get the payment of all monies over and above $16,000.00 paid to the bonding company and sent to Mr. Charles Kobin.

JLS:ls

cc: Bob Gormsen ✓
Jan Peterson
Bob Church
Gerry Wimer

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL

LEO LEVENSON
OF COUNSEL

April 14, 1981

Mr. Jack Sollis
Assistant Attorney General
& Counsel
Department of Justice
Highway Legal
113 Transportation Building
Salem, OR 97310

Re: Proceeds due on Middlebrook job
Contract #9100
American Fidelity Fire Insurance Co.
Dale's Sand & Gravel Co.

Gentlemen:

Confirming our telephone conversation with you of April 2, 1981, and events occuring at meeting in your office with representatives of Dale's Sand & Gravel, Co. and Oregon Asphaltic Paving of March 25, 1980:

We request that all remaining job proceeds including all retainages be paid to American Fidelity Fire Insurance Co. in care of the undersigned.

I am authorized on behalf of American Fidelity to represent to the State that American will continue to indemnify and hold the State harmless from claims made under this bond and as a result of payments of proceeds requested above.

This further confirms that you will provide a copy of the approved final estimate from the State from which $16,000 will continue to be held on account for work yet to be performed by subcontractor Oregon Asphaltic Paving Co. The matter of the repair of the asphalt has been the subject of previous communications and discussions in your office on March 25. At that meeting, Dale's and it's subcontractor, Oregon Asphaltic Paving agreed that the State could withhold $16,000 on account of corrective work to be performed on the second lift of asphalt. This work cannot be done until the weather has sufficiently warmed in order that it might be done satisfactorily. The nature and extent of the work at this time and at the time of our meeting in your office was not known but it was acknowledged by all concerned that at the outside the requirement of the contractor would be to overlay the asphalt areas which are in question. The $16,000 being withheld from the contract earnings currently by the State represent a conservative estimate of the amount required to perform this work. Upon accomplishment of this work, the balance of the proceeds of the contract will be paid to American Fidelity Fire Insurance Co. just as the currently due proceeds are being paid.

You confirmed at the meeting in your office that there was currently due and owing on this contract retainage of $16,846.87 and contract earnings of $27,012.63 for a total of $43,859.50 from which the $16,000 amount above described shall be deducted before payment.

We will expect to be receiving the State's check consistent with the above shortly.

Very truly yours,

KOBIN & MEYER, P.C.

Charles L. Kobin

cc: William Thomas
Oregon Asphaltic Paving

CLK/SMS

#5591 #71[illegible]

L.

bc: Jack Sollis

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 9 1981
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NOTE

CON 5
#9100

April 7, 1981

Mr. O. R. Schneider
P. O. Box 14623
Portland, OR 97214

RECEIVED
APR 9 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Schneider:

This will acknowledge receiving your Notice of Claim in the form of an invoice dated October 22, 1980, for concrete curbs in the amount of $406 furnished to Dale's Sand and Gravel Company.

Your claim indicates this is in connection with Dale's Sand and Gravel Company Contract No. 9100 for work on the Middlebrook Street-Pacific Highway West Project in Newberg, Yamhill County.

American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please notify this office when you have received payment.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Dale's Sand and Gravel Co., Inc.
18600 S. W. Pacific Highway
Sherwood, OR 97140

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

O. R. SCHNEIDE
"Pioneers in the Art of Extruded Concrete"
P. O. BOX 14623
PORTLAND, OREGON 97214

Phone 282-3254

NOTICE OF CLAIM

INVOICE

INVOICE NO.

INVOICE DATE 10-22-80

SHIPPED TO SPRINGBROOK RD.
NEWBERG, ORE.
DALES SAND & GRAVEL

TO ROBERT GERMSEN
RM. 121 TRANSPORTATION BLDG.
SALEM, ORE. 97310

OUR ORDER NO	YOUR ORDER NO CONTRACT NO	SALESMAN	TERMS	SHIPPED VIA	PPD. OR COLL
	9100				

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	EXTRUDED CONCRETE CURBS PER QUOTE		406 00

ORIGINAL

FORM F231 Available from GRAYARC CO., INC., Brooklyn, NY 11232

L.

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

DATE: March 27, 1981

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Contract #9100 West Section of Springbrook St.
in the City of Newberg

On March 25, 1981 a meeting was held in my office with the representatives of the bonding company, the prime contractor and his attorney, a representative of the primary subcontractor, Oregon Asphalt, the Resident Engineer on the job, Warren Mueller, and Gerry Wimer.

A discussion was held as to what corrective work had to be done by either the contractor or the subcontractor in order to make the job acceptable to the Highway Division.

It was determined that the exact nature of the corrective work could not be determined until we had some warm weather and the representatives of Oregon Asphalt could get together with the Resident Engineer and Mr. Wimer, to work out details of what additional work needed to be done.

It was determined, however, that the most expensive of the options for correcting the paving would be $16,000.00. It was also stated by the Resident Engineer, and agreed to by Mr. Wimer, that all other aspects of the job were completed and satisfactory. The only item remaining would be the corrective action on the paving which at a maximum would cost $16,000.00.

It was then discussed and agreed that upon the furnishing by the bonding company of an indemnification agreement against any claim by the First National Bank any money over and above the $16,000.00 that was being withheld would be paid to the bonding company. It was also agreed we would need a written committment from either the prime contractor or the subcontractor that the corrective work would be completed no later than September 1, 1981 at no cost to the State. Upon completion of the corrective work, the remaining $16,000.00 would be released to the bonding company.

The purpose of this memo is to put in writing the general agreements that were reached. If anybody receiving a copy of this memo has a different version of what happened, please let me know immediately.

JLS:ls

cc: Gerry Wimer
Carroll Keasey
Warren Mueller
Vern Skoog
Bob Church
Bob Gormsen

5546

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED

February 20, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#9096 and
#9100

FILED
FEB 23 1981
NORMA PAULUS
SECRETARY OF STATE

Mt. Hood Iron Works
5527 N. E. 75th
Portland, OR 97218

Attention: Tom Lawrence

Gentlemen:

This will acknowledge receipt of your letters of February 12, 1981, indicating that Dale's Sand and Gravel Company owes you for material in the following amounts in connection with two Highway Division contracts:

Claim Amount: $99.00
Contract No. 9096 for work on Scholls Highway at Allen Boulevard in Beaverton, Washington County.

Claim Amount: $2,503
Contract No. 9100 for work on Middlebrook Street-Pacific Highway West (Newberg) Section of FAU 5885 in Yamhill County.

The American Fidelity Fire Insurance Company, through Northwest Bonding Agency, furnished the bonds on these contracts. We will advise the surety and Dale's Sand and Gravel Company of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when the claims have been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

PD
3-30-81 dmc

cc: Dale's Sand & Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TO: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

NOTICE HEREBY IS GIVEN that the undersigned, TOM LAWRENCE dba MT. HOOD IRON WORKS, has a claim for special grates furnished to DALE'S SAND & GRAVEL CO., INC. in the sum of $2,508.00 against the bond taken from the AMERICAN FIDELITY FIRE INSURANCE COMPANY for the following project:

Middlebrook St. - Pacific Hwy. West (Newberg) Section
Fall 5885 (Stringbrook Street) Highway
Yamhill County
Contract 9100.

DATED: February 12, 1981.

TOM LAWRENCE dba MT. HOOD IRON WORKS

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

David Trachtenberg
Attorney at Law
800 Oregon National Bldg.
610 SW Alder
Portland, OR 97205

TO: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

NOTICE HEREBY IS GIVEN that the undersigned, TOM LAWRENCE dba MT HOOD IRON WORKS, has a claim for a special grate furnished to DALE'S SAND & GRAVEL CO., INC. in the sum of $99.00 against the bond taken from the AMERICAN FIDELITY FIRE INSURANCE COMPANY for the following project:

Scholls Hwy. @ Allen Blvd. (Beaverton) Section
Scholls Hwy. (FAU 9234)
Washington County
Contract 9096.

DATED: February 12, 1981.

Tom Lawrence
TOM LAWRENCE dba MT. HOOD IRON WORKS

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

David Trachtenberg
Attorney at Law
800 Oregon National Bldg.
610 SW Alder
Portland, OR 97205

RECEIVED
FEB 17 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2,

OREGON STATE HIGHWAY DIVISION **FINAL QUANTITY CALCULATIONS** SHEET ____ OF ____ SHEETS

NAME OF JOB Middlebrook – Pac Hwy W (Newberg) BRIDGE NO. ____

MADE BY WEM ____ 19__ CHECKED BY ____ 19__ BACKCHECKED BY ____ 19__

CONTRACT ITEM NO. | REFER DWG. NOS.: ____ FIELD BOOK NO. ____ PAGE ____ | TOTALS

Top Course of AC Pavement

	Item	Quan	Amount
12	B Mix	82.755 Ton	$1270.29
13	Asphalt in mix	55.16 ton	$8549.80
PA#7	"C" Mix	1120.035 ton	$17192.54
	Amount held		$27012.63

Subject to Audit

Sheet Total

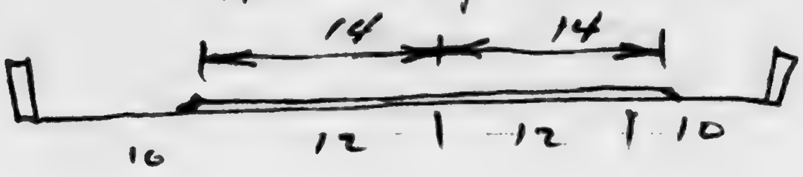
OREGON STATE HIGHWAY DIVISION **FINAL QUANTITY CALCULATIONS** SHEET ____ OF ____ SHEETS

NAME OF JOB Middlebrook - Pac Hwy W (Newberg.) BRIDGE NO. ____

MADE BY W.E.W. ____, 19__ CHECKED BY ____, 19__ BACKCHECKED BY ____, 19__

CONTRACT ITEM NO. | REFER DWG. NOS.: ____ FIELD BOOK NO. ____ PAGE ____ | TOTALS

3/4" overlay - "C" Mix 6% Asphalt



44'

3/4" × 28' × 2500' = 162 c.yd × 1.90 = 308 Tons

"C" Mix @ $\$17^{00}$/ton 308 ton = $5,236

484 ton 8228

AR 4000 @ $\$200^{00}$/ton × 0.06 × 308 = (18.5 ton) $3,696

5808

400 Tack Coat CRS1 0.0000182 × 28 × 2500 × $\$200^{00}$ $255

14,436 $\$9187^{00}$

Valve Box Manhole Adj 2000

16,436

Sheet Total

9100

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
FEBRUARY 19, 1981

FILE: 336-1085

FROM: WARREN E. MUELLER
RESIDENT ENGINEER
Warren E Mueller

TO: ROBERT GORMSEN
COMMISSION SERVICES

SUBJECT: MIDDLEBROOK ST.- PAC. HWY. W.
FAU 5885 (SPRINGBROOK ST.)
YAMHILL COUNTY (NEWBERG)
CONTRACT # 9100

As per your instructions from phone call on 2/19/81.

The amounts withheld for top lift A.C. are as follows:

Bid Item	Unit Price	Quantity	Amount
12 Class "B" A.C. Mix	$15.35/ton	82.755 ton	$ 1,270.29
13 Asphalt in Mix	155.00/ton	55.16 ton	8,549.80
P.A.# 7 Class "C" Mix	15.35/ton	1120.035 ton	17,192.54
		AMOUNT HELD (subject to Audit)	$ 27,012.63

The above amount is sufficent to repave the top lift of pavement, corrective measures to be taken this summer should be considerably less. All other items on the contract have been completed.

File 9100

~~378-8529~~

2-19-81 Mueller called

SB10

Oregon Asphalt Paving 252-1497-

Dale Sand + Gravel-

Orrin Adams-

Jack —

Warren Mueller-

we are satisfied that the money being held

9100 - Middle Brook St - Far Hw West.

Now Away

Dale Sand + Gravel Co

Total

$177,000

local paper-

Filings in County Court-

#7 11-17-80 Paid

#8 not paid 1000

Col KALKHOVEN, head Man Dale Sand + Gravel

new number-

638-9426- new

TONQUIN Quarry. Tigard - Sherwood-

9100 5544

L,

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
FEB 18 1981
NORMA PAULUS
SECRETARY OF STATE

February 11, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#9100

Southwest Readymix Co.
18610 S. W. Pacific Highway
Sherwood, OR 97140

FILED
FEB 18 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: Donald J. Macaulay
President

Gentlemen:

This will acknowledge your letter dated January 30, 1981, with attached Notice of Claim in the amount of $3,465.58 for material furnished on Contract No. 9100.

The claim states this is in reference to the Dale's Sand and Gravel Co., Inc., Contract No. 9100 for work on the Middlebrook Street-Pacific Highway West (Newberg) Section of FAU 5885 in Yamhill County.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when the claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bak

cc: Dale's Sand & Gravel Co., Inc.
18600 S. W. Pacific Highway
Sherwood, OR 97140

American Fidelity Fire Insurance Co.
% Dennis Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

bc: ✓ Hon. Norma Paulus - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

noted on card
2-24-81-dmc

SOUTHWEST
READYMIX
CO.
18610 S.W. Pacific Highway • Sherwood, Oregon 97140
(503) 620-0150

January 30, 1981

Robert W. Gormsen
Manager of Commission Services
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Re: Middlebrook St. - Pacific Highway West (Newberg) Section.
Contract 9100

Dear Sir:

Enclosed is Notice of Claim filed by Southwest Readymix Co. against the bond taken from Dale's Sand & Gravel Co., Inc. as principal and American Fidelity Fire Insurance Company as surety in the sum of $3,465.58.

Yours very truly,

SOUTHWEST READYMIX CO.

Donald J Macaulay
Donald J. Macaulay
President

cc: Dale's Sand & Gravel Co., Inc.

American Fidelity Fire Insurance Company
c/o Kobin & Meyer
610 S.W. Alder, Suite 800
Portland, OR 97205

Certified Mail, Return Receipt Requested

REGISTERED
NO. 444271

RECEIVED
[illegible]

SOUTHWEST
READYMIX
CO.
18610 S.W. Pacific Highway • Sherwood, Oregon 97140
(503) 620-0150

NOTICE OF CLAIM

To: Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Manager of Commission Services

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $3,465.58 against the bond posted by Dale's Sand & Gravel Co., Inc., 18600 S.W. Pacific Hwy., Sherwood, Oregon 97140, as principal, and American Fidelity Fire Insurance Company Bond No. 04-646-2919650, as surety, for material furnished on job known as OSHD Contract 9100, Middlebrook St. - Pacific Highway West (Newberg) Section, and against any amount yet unpaid to the above Contractor by reason of his contract with Oregon State Highway Division for the above described labor, services and material.

DATED this 30 day of January, 1981.

SOUTHWEST READYMIX CO.

by Donald J. Macaly - Pres.
18610 S.W. Pacific Hwy.
Sherwood, OR 97140

RECEIVED
[illegible]

February 6, 1981

Dale's Sand and Gravel Co., Inc.
P.O. Box 306
Sherwood, OR 97140

Attention: John Kalkhoven
President

Gentlemen:

This is in response to your letter dated January 27 concerning Contracts 9096 and 9100.

We did receive the Assignment of proceeds on these two contracts from you on November 5, 1980. It is the State's policy to obtain the written consent of the surety on all assignment of funds. We, therefore, sent your request to your surety on November 7 and send a copy of our letter to you. Attached is a copy of that letter.

On November 20, we received a letter from Kobin and Meyer (copy attached) stating that the surety would not consent to the assignment.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bak

Attachment

bc: Jack Sollis
Jan Peterson

DALE'S
SAND & GRAVEL CO, INC.

P.O. Box 306
Sherwood, OR 97140

January 27, 1981

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, Or 97310

Re: OSHD Contracts 9096 & 9100

Dear Sir:

We respectfully remind you that all of the proceeds from these contracts have been assigned unto United States National Bank of Oregon, Beaverton Branch, prior to filing of claims against our bonds or notification to you by our surety.

We trust that you would honor the assignments.

We request that copies of all communications with our surety or its representatives regarding these contracts be forwarded to us.

Very truly yours,

DALE'S SAND & GRAVEL CO., INC.

John Kal

John Kalkhoven, President

c: Wm F. Thomas

Kobin & Meyer

Certified Mail 889982

Note. There is no assignment of these proceeds on file in ODOT accounting office.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1W/ Yamhill

REFERRED TO
Beard Stoudenmeyer
I Cole WEC Mann
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

OK
11/30/81
Prepare Letter

MIDDLEBROOK ST.-PAC. HWY. W. (NEWBERG
FAU 5885 (SPRINGBROOK ST.) YAMHILL COUNTY
CONTRACT #9100 PREFIX 336-1085

JOB NARRATIVE

A preconstruction conference was held April 3, 1980. The main problem for the contractor was the relocation of telephone cables. GTE planned to install a conduit system from Pacific Hwy. to Aquarius St. with direct burial from there to Middlebrook St. They hoped to have a contract for this work by the middle of April. They planned to place their lines on the west side of the street, the same side as the proposed storm sewer. The contractor was to coordinate his sewer work with GTE to eliminate any conflicts.

The City of Newberg relocated several fire hydrants and service connections. Several leaks caused a wet subgrade early in the project. Power and gas lines were relocated with a minimum of problems.

The contractor started work April 15, 1980 with clearing and grubbing. Signing to close the street was delayed at this time as the contractor elected to work on the sidewalk and curb areas.

The storm sewer was started on the north end and immediately a conflict developed with the phone companycable. By switching the 12" and 8" line to the east side and adding two cross-pipes and inlets as clearouts on the east side, which eliminated two manholes, we avoided the phone line on the west side. The City requested we install a manhole and connecting pipe from the 35" x 24" cross-pipe to the end of the storm sewer at the S.E. corner of Springbrook Way and Cedar Street. We then started the storm sewer from Aquarius towards the south on the east side as shown on the plans. At STA 112 the line was to cross to the west side and would be parallel to and in conflict with the telephone conduit installation. An on the job conference was held with GTE, GTE's contractor, the City Engineer, and the State's contractor. The city had required a storm sewer installation to serve the apartment complex at STA 111+50. It was decided that the State's contractor would use the existing storm sewer and manhole, thus saving the major cost of this item.

The plans showed that the curbs were to be placed on the lime treated subgrade. The contractor was given the option of constructing the curbs on crushed rock at no additional cost to the State. After much discussion and thought the contractor elected to accept the difference in cost between the rock base and the lime treated subgrade. This change allowed the contractor to proceed with the construction of the curbs and sidewalks.

In the last week of July the phone company informed us that they would be done with their work and all the lines would be out of the State's contractor's way. However, there remained a short piece of curb and sidewalk just north of Pacific Hwy. on the west side of the street to be constructed. Since all phone lines were supposedly 18" or more below subgrade the contractor started to dig out the curb area. Unknown to us, the phone company contractor had encountered a problem with his installation and had placed a conduit above the duct installation and over a water line. The contractor hit this line and was delayed while the phone company repaired and moved the line. The phone company had an inspector on the job most of the time or was available to determine if lines uncovered were in service or not, but it was a constant source of conflict.

In the first few weeks of August the street was posted as being closed to through traffic but open to local traffic. With apartments, housing complexes, shopping center and individual homes the traffic was quite heavy at times. There were also many complaints about the rough street condition.

As the old street pavement was removed soft areas of black material were discovered. The trucks hauling the excavated material began pumping and rutting the surface. Some of these areas were subexcavated and backfilled with dry material, which at the time seemed to set-up.

On August 20, 1980 the project was inspected by William Kappus of the FHWA, Carl Williams of Construction, and Gerald W. Wimer of Region II. They suggested we not remove the old roadbed but leave it in place between STA 106 and STA115, remove the material on both sides and replace it with the base rock removed from the roadbed from STA 115 to the end of the project. This was done and it remains the most stable portion of the project.

Crushed rock was placed over the subgrade between the end of Haworth and the shopping center and for access to the First National Bank. Rain showers made the roadway quite slick at times to the delight of 4-wheelers, who squirreled around over the subgrade. The Bank was quite concerned about the effect of the street closure on their business. They proposed signs on the highway and side streets which read "PARKING FOR BANKING PERMITTED". The signs were erected by the bank

The soft spot at STA 108 again showed distress and was subexcavated, fabric placed and backfilled. By August 29 the subgrade was complete.

Lime treatment began Sept. 9, 1980. The subcontractor, Cascade Construction, refused to bring their tilling machine onto the project as they said broken pieces of concrete pipe, large rocks, and other debris in the subgrade would damage their machine. They, instead, proposed to use a double axle disc which they felt would work the lime into the subgrade. The disc was used but would only penetrate the top 5 inches or so. They were informed that this was not acceptable. They then proposed to use a plow. The double bottom plow was hooked behind a small Cat and succeeded inturning the material under to a depth of 12". By the use of the disc and the plow a seemingly acceptable mix was obtained between STA 115 and STA 126.

The placement of the lime on the subgrade was with a lime spreader. Early in the morning the wind was calm but about noon the north wind picked up the lime and drifted it across the adjacent houses. As the water wagon passed over the top of the treatment huge clouds of steam arose adding to the drifting lime. The City Police arrived about 2 PM saying that they had a complaint about the lime drift. At this time the drift had subsided. Two days later the drift problem was discussed with a representative of the DEQ. He was unable to come to Newberg to see the operation due to unauthorised field burning which was more important at that time.

The compaction of the treated base with a vibrating roller on the full depth of 12" was, in my opinion, inadequate. All literature on lime treatment states that the material shall be compacted with a Sheep's foot type roller until the roller rides up with about 3" of loose material. The top 3" would then be compacted with a steel roller. The areas between STA 101 to STA 107 was treated with a Rago Gater tiller. Again compaction was very hard to obtain.

Incidental to other problems the lime treatment uncovered a 600 pair and a 200 pair line of phone cables which werewithin 6" of the surface.

Several areas started breaking up under the weight of loaded asphalt trucks. These areas were dug out, filter fabric placed in the hole and the area backfilled with A.C. After the base course was placed other soft spots developed and were dug out, fabric placed and backfilled with A.C. Then before the second lift was placed fabric was placed to minimize reflective cracking that might occur between the lime treatment and the slug of A.C.

The paving operation was delayed due to the subexcavation between STA 115 to 125. Traffic during a rain tracked mud onto the fresh A.C.

base which then required brooming and a good tack coat.The Survey Crew then painted grade fills on top of the second lift throughout the job. The contractor, however, was not able to pave to these shots as it appeared his controls were not working correctly. The contractor was told to use a wire on the next lift in order that he get better control than was achieved on the previous lifts.

The contractor's asphalt cement did not meet the State anti-strip specification so they elected to purchase the mix elsewhere. On the morning of the start of the top lift the contractor was told that before starting to have everything ready to go. Somewhere a screw-up occurred and the trucks arrived long before they were ready. The controls on the machine would not operate so the mix was used to pave driveways. 13 trucks were rejected for low temperature. The contractor used the rejected mix to pave the parking lot at his plant. There they attempted to make the automatic controls work. They had a Barber Greene 145 and a 150. They brought the 150 to the plant and attached the controls but still could not pave to grade or slope. I suggested they rent a machine fron Cascade Construction with controls, which they decided to do.

The Cascade machine arrived at 7:30 AM and the crew about 7:45. The wire was set and paving started but the machine did not follow the wire. The mechanic decided the contact points were dirty and after cleaning them we proceeded up the street.

After paving about 500 feet the controls on the paver quit working. Since the machine had a diesel engine it continued to run but none of the electrical controls worked. A new alternator put the paver back into operation but it blew the auto-matrix again. Mix on hand was rejected and the machine sent back to town. This last paver was a B.K. PF150.

The contractor had a B.K. PF150 of his own and had the factory representative come out. He worked half a day trying to get the controls to work. The voltage to the controls must be within a range of 12-14 volts but the system was putting out 17 volts. The factory rep. tried to adjust the regulator but to no avail. A new regulator was installed but the voltage remained at 17 volts. Finally the factory rep. discovered that the wiring to the regulator had been hooked up incorrectly. It seems that the original regulator and alternator had a different hookup. The mechanic then changed the wiring, the voltage stabilized, and the controls worked.

The next day we used the machine on the job. Joint matcher, wire control arm and slope controls all worked. However, the crew had never operated ~~an~~ this electronically controlled machine before. We seemed to be getting a good (or better than before) laydown. One problem was that the trucks were forced to back up for two blocks in order to not disturb the wire. The traveling public also attempted to cross the wire which required the crew to stop and fix it. Then within 300 feet of the end of the project the fourth paver automatics quit. After about one-half hour of frustration I told them to pave the rest manually. This section turned out about the best of all the work.

The super rate required to match existing pavement at northerly end of project caused the curb on right side to be 2 feet above adjacent properties. The city requested the connection be revised, removing & replacing approximately 300 feet of curb and reducing super rate to match existing property. A price agreement was written for this change.

(Signed) ______________________
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION:	Middlebrook St. - Pac. Hwy. W. (Newberg)	CONTRACT #:	9100
HIGHWAY:	FAU 5885 (Springbrook St.)	PREFIX #:	336-1085
COUNTY:	Yamhill	F.A.P. #:	TQM - 5885(3)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	373,892.50	353,204.11	-5.5
Anticipated Items	5,503.00	6,028.00	+9.5
Contingencies	17,053.66	20,986.53	+23.1
Engineering	34,107.32	60,000.00	+75.9
Total	430,556.48	440,463.85	+2.3

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
	General Excavation Additional Excavation was required for connection to existing road at Sta. 27+50 causing this item to overrun.	4230 Cu. Yd.	5563.6 Cu. Yd	+31.5
10	Lime Treat. Subgr. Substitution of existing rock base for Lime Treatment caused an underrun of this item.	15,000 Sq.Yd.	11,447.35 Sq. Yd	-23.[illegible]
11	Lime for Subgr. Underrun of item #10 caused this underrun.	340 Tons	186.2 Tons	-4[illegible].3
14	8" Sewer Pipe Additional Inlets & Connections to existing pipes caused this item to overrun.	420 Lin. Ft.	878 Lin. Ft.	+108.8
15	12" Sewer Pipe Sewer lines were consolidated or deleted causing this item to underrun.	1740 Lin. Ft.	1282 Lin. Ft.	-2[illegible].3
1	18" Sewer Pipe 18" Sewer was substituted for 12" sewer causing this to overrun.	22 Lin. Ft.	128 Lin. Ft.	+48[illegible].8
20	Concr. Inlet CG-1 Four additional inlets were required to facitate existing drainage causing this item to overrun.	21 EA	25 EA	+19.0
23	8" Drain Pipe Drains were connected to additional storm sewer causing this item to underrun.	1205 Lin. Ft.	40 Lin. Ft.	-96.7

Versteeg
Ch
Sullivan
Tarpon
Toss
Walker
RECEIVED
JAN 26
ROAD DESIGN
SECTION

L

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO

LEO LEVENSON
OF COUNSEL

January 15, 1981

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

Attention: R. W. Gormsen

Re: Dale's Sand & Gravel --
Dale's Industries
Job Names: Scholls and Allen, 9096 Middlebrook, 9100 and any other job of Dale's with the State of Oregon (none)

Gentlemen:

As attorneys for American Fidelity Fire Insurance Company we request that you advise of all job earnings and retainages currently due and owing and/or to become due and owing on the above jobs or any other jobs that this contractor has with the State. Provide progress estimates in support. Also, advise of acceptance date of job by resolution. If job is not yet formally accepted, advise of status of completion and anticipated acceptance.

We request, at this time, that all jobs monies, including retainages currently due and owing to Dale's be sent, payable to American Fidelity Fire Insurance Company, in care of the undersigned.

Your attention to this matter is appreciated.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

CLK:sms

Note. Dont want to do this without consent of the contractor
AHG
2-27-81

1-22-81
Bob Gormsen called Mr Kobin & handled above requests by phone. No reply (written) to letter - Gormsen said no money would be released until job is accepted (which would probably be in July 1981) & not to do anything about above assignment of funds in above request until something progresses on job - Gormsen said to file this letter in contract file and do nothing -
fran

RECEIVED
JAN 19
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
JAN 19 '81
REFER TO
FOR
Info | | | | Sign | Act | File

245

both completed - Not

not ready for 3rd notice.

NOT accepted yet

1-21-81

98529

9100 - no notes Warren Mueller - Salem -

9096 - no notes Rodriguez - Alsea - 646 949

9100 - Warren Mueller -

when will job be accepted - maybe - July

city won't accept it.

State " accept it

Fed. " " it.

9096 - Rodriguez.

↓

completed

↓

⟷

Subs [illegible] been paid

Surface tolerance not acceptable.

not seem when asphalt warm - Roll it. He will do it -

bid it.

Subcontracts - Oregon asphalt Paving -

Poor crew - Stop the job at noon.

aggregate source poor.

20th Mar.

[illegible]

3[illegible]1085

STATE OF OREGON **INTEROFFICE MEMO**

DATE: December 18, 1980

Please file w/
Dale Sand & Gravel contract
#9100

TO: Warren Mueller
RESIDENT ENGINEER

FROM: Gerald Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Middlebrook St. - Pac. Hwy W.
Newberg FAU 5885 (Springbrook St.)
Contract 9100

O. W. Adams, President Oregon Asphalt Paving Co., agreed in his November 24 letter that some areas need correcting. He proposed additional rolling with a heavy vibratory roller. Do not let him reroll, particularly cold pavement, with a vibratory roller.

He added that possibly skin patching next summer during hot weather would take care of the problem. It's worth a try provided you, Dale's Sand and Gravel Co., OAPC, and the City review the method in advance to:

1. Make certain each existing rough joint doesn't become two rough joints,
2. Require surface continuity, including the presently open texture areas, and
3. Prevent fat patches.

To put this corrective work into contract perspective, issue a "Stop Work Order" effective October 23 stating you will not lift it before warm weather next summer. Then rescind the existing "Second Notification." Identify by marking and tabulating the out of tolerance joints and limits of open texture pavement.

I understand you didn't pay for the out of spec. top lift pending correction. In addition, correction costs, including mix to correct, shall not be paid for by EWO, PA, or bid item. These added costs shall entirely be at the contractor's expense.

GW/rgb
cc: C. T. Keasey
    D. E. Swan

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 336-1085

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310

December 9, 1980

FROM: WARREN MUELLER Warren E Mueller
RESIDENT ENGINEER

TO: C.O. FREDRICKSON
REGION II ENGINEER

SUBJECT: MIDDLEBROOK ST.-PAC. HWY. W.
(NEWBERG)
FAU 5885 (SPRINGBROOK ST.)
YAMHILL COUNTY
CONTRACT #9100

Attached is copy of a letter from O.A.P.. The weather this time of year is not suitable for repairing the surface of the street.

I believe we can do a better job in warm weather next year. I do not think heavy vibratory rerolling will do the pavement any good and probably do more harm, as the vibrations will tend to crack the existing pavement.

The city is also wanting, almost insisting, the acceptance be put off until next year, to see how the pavement will holdup.

I have not paid the contractor for the top wearing course of pavement and will withhold their payment until the surface is satisfactory.

WM/tj

Fi6

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497
1220 S. E. 190TH AVENUE
PORTLAND, OREGON 97233

November 24, 1980

Dales Sand & Gravel Co.
18600 S.W. Pacific Hwy.
Sherwood, OR 97140

Attention: Mr. John Kalkhoven

Re: Middlebrook St.-Pac. Hwy W.
FAU 5885 (Springbrook St., Newberg)
Yamhill County
Contract #9100

Dear Mr. Kalkhoven:

In reply to your letter of November 14, 1980 regarding the surface tolerances on Middlebrook St., we have inspected the street with Warren Mueller and the City of Newberg engineer, and we agree that some areas need correcting. As we discussed on the job with Warren Mueller and Newberg's engineer, the weather is too cold at this time to attempt any correction, but we are certain that we can take care of this problem by some additional rolling with a heavy vibratory roller and possibly some skin patching with "D" Mix asphaltic concrete. In order to be effective, this will have to be done next summer during hot weather. It was my understanding in the discussion with the parties mentioned above that this solution will be satisfactory to them, and this is to verify that fact and give our assurance that we will accomplish these corrections as soon as weather permits.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

O. W. Adams

O.W. Adams
President

OWA/ia
cc: Warren E. Mueller

RECEIVED
NOV 26 1980
RE ☑ AME ☑ ARE ☐ OFF ☐

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MIDDLEBROOK ST. - PAC. HWY. W. (NEWBERG)

WEEK ENDING: 1/17/81

SECTION PREFIX: 336-1085

HIGHWAY: FAU 5885 (SPRINGBROOK ST.)

COUNTY: YAMHILL

KIND OF WORK: GRADING AND PAVING

NAME OF JOB: MIDDLEBROOK ST.-PAC. HWY. W. (NEWBERG)

CONTRACT NUMBER: 9100

FEDERAL AID PROJECT NUMBER: TQM-5885(3)

CONTRACTOR: DALES SAND & GRAVEL CO., INC.

DATE WORK STARTED: 4/15/80

ESTIMATED COMPLETION DATE: 10/21/80

DATE OF CONTRACT: 3/14/80

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION:

SPECIFIED CALENDAR DAYS: 210

CALENDAR DAYS USED: 212

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 101

PROJECT AUTHORIZATION: $430,131.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $396,023.91

ENGINEERING AUTHORIZATION: $34,107.32

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $396,023.91

ENGINEERING COST TO DATE: $60,000.00

DATE PROJECT WAS COMPLETED: 10/23/80

ESTIMATED PERCENT OVERRUN / UNDERRUN: ____%

PERCENT OF AUTHORIZATION: 174 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
----------	100%	100%	100%	100%	--------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.5	.5	----------	----------	.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4230 cu.yd.	15000 sq.yd.			5050 ton
TOTAL QUANTITIES CORRECTED TO DATE	5400	11400			5240
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5400	11400			5240
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A						
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
JAN 19 1981
CONSTRUCTION
BRANCH

Richards
Be[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STOP WORK ORDER ISSUED 10/23/80

CONTRACTOR HAS CORRECTIVE WORK TO BE COMPLETED, SUMMER 1981

SEMI FINAL COMPLETE; EXCEPT ESTIMATE, SUBMITTED TO REGION II 1/16/81

LAST REPORT UNTIL CORRECTIVE WORK COMMENCES SUMMER 1981

SIGNED Warren E Mueller LOCATION SALEM

WARREN E. MUELLER RES. ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

5522

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JAN 14 1981
NORMA PAULUS
SECRETARY OF STATE

January 12, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9100

FILED
JAN 14 1981
NORMA PAULUS
SECRETARY OF STATE

Mr. R. Michael Healey
Attorney at Law
9250 S. W. Tigard Avenue
Tigard, Oregon 97223

Dear Mr. Healey:

This will acknowledge receipt of your letter of December 29, 1980, with attached Notice of Claim on behalf of Tualatin Valley Concrete Company, indicating that Dale's Sand and Gravel Co., Inc. owes them for labor and materials in the amount of $7,107.65 against the bond on Contract No. 9100.

The claim states this is in reference to the Dale's Sand and Gravel Co., Inc., Contract No. 9100 for work on the Middlebrook Street-Pacific Highway West (Newberg) Section in Yamhill County.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing. This will protect your client's claim under the bond.

Please advise this office when the claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:bak

Enclosure

cc: Dale's Sand and Gravel Co., Inc.
18600 S. W. Pacific Highway
Sherwood, Oregon 97140

American Fidelity Fire Insurance Company
Northwest Bonding Agency
P. O. Box 1448
Beaverton, Oregon 97005

bc: ✓ Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

FD C
1-21-81- dmc

CHARLES J. McCLURE
ATTORNEY AT LAW
9250 S.W. TIGARD AVENUE
TIGARD, OREGON 97223
TELEPHONE (503) 639-4108

CHARLES J. McCLURE
R. MICHAEL HEALEY

December 29, 1980

Robert Gormsen
Manager of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: State Project 9100 - Dale's Sand & Gravel Co.
Contract for paving and grading at or near Springbrook Street within the City of Newberg, Oregon

Dear Mr. Gormsen:

Enclosed is a Notice of Claim filed by Tualatin Valley Concrete Company against the bond taken from Dale's Sand & Gravel Co., Inc. as principal and American Fidelity Fire Insurance Company as surety in the sum of $7,107.65.

Very truly yours,

R. Michael Healey

RMH/dd
Enclosure

cc: C. Kobin
Dale's Sand & Gravel Co.
Tualatin Valley Concrete Co.

NOTICE OF CLAIM

TO: Robert Gormsen, Manager of Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice if hereby given that the undersigned, Tualatin Valley Concrete Company, has filed a claim for labor and materials used in the installation and construction of concrete islands, driveways, sidewalks, curbs and walkways in the the sum of $7,107.65 against the bond taken from Dale's Sand & Gravel Co., Inc. and American Fidelity Fire Insurance Company for the work of paving and grading at or near Springbrook Street within the City of Newberg for State Project 9100, also known as Middlebrook-Pacific Highway (Springbrook Street) project.

TUALATIN VALLEY CONCRETE COMPANY

By
Lewis J. Ochs, President

#9100

L.

December 19, 1980

Mr. R. Michael Healey
Attorney at Law
9250 S. W. Tigard Avenue
Tigard, OR 97223

CON 5
#9096 and 9100

Dear Mr. Healey:

As requested by phone, we are attaching certified copies of the following contracts and bonds with Dale's Sand and Gravel Co., Inc.:

Contract No. 9096 for grading, paving and signals on Scholls Highway at Allen Boulevard in Beaverton, Washington County.

Contract No. 9100 for grading and paving on Middlebrook Street-Pacific Highway West in Newberg, Yamhill County.

If we can be of any further help, please give us a call.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Atts.

bc Jack Bollis

L.

December 18, 1980

Mr. Charles L. Kobin
Attorney at Law
610 S. W. Alder Street
Portland, OR 97205

CON 5
#9096 and 9100

RE: Contract 9096 - Dale's Sand & Gravel Co., Inc.
Scholls Highway at Allen Boulevard in Beaverton

Contract 9100 - Dale's Sand & Gravel Co., Inc.
Middlebrook St.-Pacific Highway West Sec. in Newberg

Dear Mr. Kobin:

In response to your letters of December 4 and 8 concerning the above contracts, we are attaching copies of the contract payment vouchers pertaining to Estimates 1 through 7 on Contract 9100 and copies of contract payment vouchers pertaining to Estimates 1 through 4 on Contract 9096.

Also attached is a summary of the dates these payments were mailed.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Atts.

bc Robert Church
Jan Peterson
Jack Sollis

STATE OF OREGON
Highway Accounting - 378-6323

INTEROFFICE MEMO

TO: Fran Neavoll
Comm. Services

DATE: December 17, 1980

FROM: Jan Peterson Jan
Contract Accounting

SUBJECT: Contracts 9096 & 9100

Payments made to Dale's Sand & Gravel and the above contracts were as follows:

Contract 9096

Estimate #	Amount	Date Mailed
1	$ 4,428.42	7/8/80
2	17,423.95	8/6/80
3	52,259.69	10/15/80
4	28,331.19	11/13/80

Contract 9100

1	$ 32,828.20	5/12/80
2	41,364.68	6/16/80
3	28,791.65	7/16/80
4	16,992.41	8/14/80
5	39,987.88	9/12/80
6	142,448.70	10/22/80
7	17,677.04	11/17/80

JP:cw

Contains
Recycled
Materials
81-125-1387

SUBJECT: Contracts 9096 & 9100

Payments made to Dale's Sand & Gravel and the above contracts were as follows:

Contract 9096

Estimate #	Amount	Date Mailed
1	$ 4,428.42	7/8/80
2	17,423.95	8/6/80
3	52,259.69	10/15/80
4	28,331.19	11/13/80

Contract 9100

1	$ 32,828.20	5/12/80
2	41,364.68	6/16/80
3	28,791.65	7/16/80
4	16,992.41	8/14/80
5	39,987.88	9/12/80
6	142,448.70	10/22/80
7	17,677.04	11/17/80

JP:cw

Contains
Recycled
Materials

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO

LEO LEVENSON
OF COUNSEL

December 8, 1980

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Salem, OR 97310

Re: Contract No.: 9096 -- Scholls Highway at Allen Blvd.
Bond No.: 04 646 2919684

Contract No.: 9100 -- Middlebrook Street - Pacific Highway West (Newberg Section)
Bond No.: 04 646 2919650

Dear Mr. Gormsen:

Thank you for your letter of November 25, 1980. Please ask your engineering department to provide copies of Contract estimates for each of the contract progress payments listed in your letter.

Thank you.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

CLK:sms

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5513

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 18 1980
NORMA PAULUS
SECRETARY OF STATE

December 17, 1980

IN REPLY REFER TO
FILE NO.:

CON 5
#9100

Oregon Asphaltic Paving Co.
1220 S.E. 190th Avenue
Portland, OR 97233

Attention: J. C. Knierim
Vice President

FILED
DEC 18 1980
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter dated November 26, 1980, with attached Notice of Claim stating that Dale's Sand and Gravel Co., Inc. owes you $177,406.29 for asphaltic paving, lime-treated subgrade and extra for asphalt approaches.

The claim states this is in reference to the Dale's Sand and Gravel Co., Inc. Contract No. 9100 for work on the Middlebrook Street-Pacific Highway West (Newberg) Section of FAU 5885 in Yamhill County.

The American Fidelity Fire Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

A long-standing policy has been in effect in this Department to not make payments direct to claimants. The Performance Bond put up by the contractor assures payment if the contractor for some reason is unable to pay.

Please advise this office when this claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

dmc

cc: American Fidelity Fire Insurance Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97705

Dale's Sand and Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

NOTED ON
[illegible] dmc

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497
1220 S. E. 190TH AVENUE
PORTLAND, OREGON 97233

November 26, 1980

RETURN RECEIPT
REQUESTED

CERTIFIED
No. 666331
MAIL

Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

Gentlemen:

Enclosed Notice of Claim for filing.

We are notifying you, consistent with ORS 279.314, of Contractor's failure to pay the amount disclosed by Notice of Claim, and demand payment from you directly to us of all contract amounts due and owing.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

By:
J.C. Knierim, Vice President

JCK:ia
cc: Dales Sand & Gravel Co.,Inc.
Northwest Bonding
Attn: Mr. Gilbert
American Fidelity Fire Ins. Co.
P O Box 1448
Beaverton, OR 97005

NOTICE OF CLAIM

TO: Oregon State Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Manager, Commission Services

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $177,406.29 against the bond posted by Dale Sand and Gravel Co., Inc., 18600 S.W. Pacific Highway, Sherwood, Oregon 97140, as principal, and American Fidelity Fire Insurance Company Bond No. 04/646/2919650, as surety, for asphaltic paving, lime-treated subgrade and extra for asphalt approaches on job known as OSHD No. 9100, Middle Brook Street - Pacific Highway West (Newberg Section), and against any amount yet unpaid to the above Contractor or Subcontractor by reason of his contract with said public body for the above described labor, services and material.

DATED: November 25, 1980.

OREGON ASPHALTIC PAVING CO.

By: Knierim

J. C. Knierim, Vice President
1220 S. E. 190th
Portland, Oregon 97233

L.

CHARLES J. McCLURE
ATTORNEY AT LAW
9250 S.W. TIGARD AVENUE
TIGARD, OREGON 97223

TELEPHONE (503) 639-4108

CHARLES J. McCLURE
[illegible]

December 15, 1980

File in
Contract 9100

Mr. John Kalkhoven
Dale's Sand & Gravel Co.
18600 S. W. Pacific Highway
Sherwood, Oregon 97140

Re: Tualatin Valley Concrete Co.

Dear Mr. Kalkhoven:

This office represents Tualatin Valley Concrete Co. What follows is a list of projects undertaken by Tualatin Valley Concrete at your request and a list of the amounts billed and the amounts left owing on each of those projects:

Description	Amount Billed	Balance Owed
State Project 9096 - Scholls Ferry Road and Allen Blvd. (concrete curbs and corners installed)	$ 2,848.50	$ 2,848.50
State Project 9100 - Springbrook and Pacific Highway--Middlebrook Street. (Installation of concrete islands, driveways, sidewalks, and curbs.)	52,123.64	27,261.93
Southern Pacific Beaverton Industrial Park Project (Installation of concrete sidewalks, driveways, and pedestrian ramps)	91,682.95	19,886.73
City of Portland--Southwest Terwilliger Blvd. (Installation of curbs and driveway)	2,480.17	2,480.17
City of Portland--private drive	655.80	655.80
City of Tualatin--parking lot installed (Urban Renewal Agency)	6,168.80	6,168.80
City of Tualatin--replacement of curb at Buckhorn and S. W. 93rd Street in Tualatin	300.00	300.00
TOTAL BALANCE OWING:		$59,601.93

I have contacted each and every private party and public agency involved in the above-mentioned projects, and they have indicated that there are no problems with the work performed by Tualatin Valley Concrete Company. Consequently, I am aware of no reason why Tualatin Valley Concrete Company should not be paid the full $59,601.93 they are due by Dale's Sand & Gravel Co.

Therefore, if within 10 days of this letter our office does not receive the full $59,601.93 owed by Dale's Sand & Gravel Co. to Tualatin Valley Concrete Company, I have been instructed to take every legal measure necessary to collect all monies owed to my client.

If you have any questions, I suggest you contact your attorney immediately.

Very truly yours,

R. Michael Healey

RMH:jbg
cc's: Mr. Charles Kobin
City of Portland (Auditor)
✓ Mr. R. Gormsen, Dept. of Transportation
Mr. M. McKillips, City of Tualatin

L.

December 4, 1980

Mr. Charles L. Kobin
Kobin & Meyer
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

COM 5
#9096 & #9100

RE: Contract No. 9096
Scholls Highway at Allen
Boulevard (Beaverton) Section

Contract No. 9100
Middlebrook Street-Pacific Highway
West (Newberg) Section

Dear Mr. Kobin:

We have received your letters of November 21 confirming your verbal notification that no further payments should be made to Dale's Sand and Gravel Company, Inc., on the above two contracts without written consent from the surety.

Our Accounting Section advises the following regarding monies due on the contracts:

Contract No. 9096	1) \$5,391.75 retainage 2) Approximately \$8,709 to complete the contract
Contract No. 9100	1) \$16,846.87 retainage 2) Approximately \$50,334 to complete the contract

We will continue to hold payment on these contracts until further notification from you.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: American Fidelity Fire Ins. Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Dale's Sand & Gravel Co., Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

bc: Jack Sollis
Bob Church
Jan Peterson

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
LEO LEVENSON
OF COUNSEL

November 21, 1980

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310
ATTENTION: R. W. Gormsen
Re: Bond Number: 04 646 2919650 Cont # [illegible]

Job : Middlebrook - South Pacific Highway West

Gentlepersons:

As attorneys for American Fidelity Fire Insurance Co., we hereby advise that no further monies should be paid out to Dale's Sand & Gravel, on above contract without written consent from American Fidelity Fire Insurance Co., surety.

Please advise the undersigned upon receipt of this letter of any monies currently owing or to become due on above contract. [illegible]

If you have any questions, don't hesitate to advise.

Very truly yours,

KOBIN & MEYER

Charles L. Kobin

CLK:sms

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7100 12-2-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

		FEDERAL AID PROJECT NO. QM-5885(3)
		STATE PROJECT NO. See Below
FROM: G.L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO.	COUNTY NAME Yamhill
	ITEM NO. 80251	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 5 -'80
REFER TO
[illegible]
FOR

12-5

DATE PS&E APPROVED 2/6/80	DATE AUTHORIZATION EFFECTIVE 10/27/80	FEDERAL ROUTE NUMBER FAU 5885
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Middlebrook St. - Pacific Hwy West (Newberg)

GENERAL DESCRIPTION OF WORK:

Permanent signing

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AXXXXXXX XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 10/27/80, as requested in Mr. Keasey's letter of 11/14/80 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for TEC NTE $1,000, Federal Funds $881.

DATE 12/2/80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

7120

L.

November 25, 1980

Kobin & Meyer
Attorneys at Law
Suite 800, 610 S.W. Alder St.
Portland, OR 97205

CON 5
#9096 &
#9100

Attention: David R. Trachtenberg

RE: Department of Transportation Contract
Nos. 9096 and 9100
Your Client: American Fidelity Fire Ins. Co.

Gentlemen:

This confirms your letter dated November 20 stating that the surety will not consent to an assignment of any funds payable on the Dale's Sand & Gravel Co., Inc. contracts shown above. No assignments have been made.

You advised this office by phone on November 21 to withhold payment until further notice. You stated you would send a letter confirming this notification.

The Accounting Section records show that four payments totaling $102,443.25 have been made on Contract No. 9096 and seven payments totaling $320,090.56 have been paid on Contract No. 9100.

The Construction Section records show Contract No. 9096 substantially complete as of November 17, 1980, and Contract No. 9100 substantially complete as of October 23, 1980. Neither contract has been accepted by the State Highway Division. No claims have been filed with this office on either contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:kkr

cc: American Fidelity Fire Ins. Co.
c/o Dennis V. Gilbert
Northwest Bonding Agency
P. O. Box 1448
Beaverton, OR 97005

Dale's Sand & Gravel Co., Inc.
18600 SW Pacific Hwy.
Sherwood, OR 97140

bc: Jack Sollis
Bob Church
Jan Peterson

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS

DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO

LEO LEVENSON
OF COUNSEL

November 20, 1980

Mr. Robert W. Gormsen
Commission Services
Oregon State Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Contract Nos. 9096 and 9100

Your letter to Dennis Gilbert of November 7, 1980, has been referred to this office.

We are attorneys for American Fidelity Fire Insurance Co.

American Fidelity Fire Insurance Company has advised us to advise you that they will not consent to the assignment of any funds on either these contracts or any other contracts which Dale's Sand & Gravel Company may have with the State Highway Department.

We trust this satisfies your request.

Additionally, we would request at this time, on behalf of the surety, that you advise us as to the status of such jobs relative to both percentage of completion, amounts unpaid under the contract, amount of work yet to be performed and the value thereof. Further would you please advise whether any claims have been filed in any of these bonds.

Additionally, if the work under this contract has been completed, would you please advise the date of acceptance of the job by the affirmative action of the State Department of Transportation.

Very truly yours,

KOBIN & MEYER

David R. Trachtenberg

cc: Dale's Sand & Gravel
Dennis Gilbert

9100

c

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
DALES SAND & GRAVEL INC 16600 SW PACIFIC HWY [illegible] OR 97140	11-17-80	$17,677.04

CONTRACT NO 9100	ESTIMATE NO 7	APPROVED: Designated Authority
PERIOD COVERED 10-5-80-10-23-80		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ CERTIFY THAT I AM ______________________
(Name) (Capacity)

FOR ______________________ THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED
(Firm or Corp.)

AND ATTACHED CLAIM, THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST, THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON, FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID, FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec. 109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

rm 734 10.0X (Rev. 8 78)

```
CONTRACT #   9100

336 1085   201(41)   1   P      18,457.13
           GROUP TOTAL CONTRACT ITEMS  P
336 1085   201(41)   9   N         150.28
           GROUP TOTAL CONTRACT ITEMS  N
       GRAND TOTAL CONTRACT ITEMS

336 1085   204(41)
```

16,846.87
22,612.63

PERIOD COVERED

10-5-80-10-23-80

Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ____________________ (Name) CERTIFY THAT I AM ____________________ (Capacity)

FOR ____________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST, THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON, FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID, FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec. 109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

orm 734 1020X (Rev. 8/78

```
CONTRACT #  9100                                        EST 007

336 1085   201(41)  1   P        18,457.13
                GROUP TOTAL CONTRACT ITEMS  P            18,457.13
336 1085   201(41)  9   N           150.28
                GROUP TOTAL CONTRACT ITEMS  N               150.28

            GRAND TOTAL CONTRACT ITEMS                   18,607.41

336 1085   204(41)
```

16,846.87
22,012.63

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY YAMHILL	CONTRACT NO. 100	ESTIMATE NO. 7	PREFIX NO S.
HIGHWAY FAU 5885 (SPRINGBROOK ST)	FEDERAL AID PROJECT NO. M 5885003		
SECTION MIDDLEBROOK ST-PAC HWY W (NEWBERG)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	20000.0000	97.000	19400.00	19400.0
001	9N MOBILIZATION	LUMP SUM	20000.0000	3.000	600.00	600.0
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3500.0000	87.000	3045.00	2730.0
002	9N TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3500.0000	13.000	455.00	420.0
003	1P TEMPORARY SIGNS	SQ FT	8.0000	433.000	3464.00	3464.
003	9N TEMPORARY SIGNS	SQ FT	8.0000	54.600	436.80	371.52
004	1P TEMPORARY BARRICADES	EACH	100.0000	22.000	2200.00	2100.0
005	1P FLAGMEN	HOUR	20.0000	450.000	9000.00	9000.
005	9N FLAGMEN	HOUR	20.0000	2.000	40.00	40.0
006	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5500.0000	96.000	5280.00	5280.
006	9N REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5500.0000	4.000	220.00	220.0
007	1P GENERAL EXCAVATION PA 3	CU YD	4.5000	5,470.000	24615.00	24515.
007	9N GENERAL EXCAVATION	CU YD	4.5000	5.000	22.50	22.5
008	1P TRENCH EXCAVATION	CU YD	5.0000	987.600	4938.00	4872.5
009	1P FINISHING ROADBED AND SLOPES	LUMP SUM	6800.0000	100.000	6800.00	5100.0
010	1P LIME TREATED SUBGRADE PA 3, 4	SQ YD	2.0000	11,423.250	22846.50	22045.
010	9N LIME TREATED SUBGRADE	SQ YD	2.0000	10.000	20.00	20.
011	1P LIME FOR TREATED SUBGRADEPA 3, 4	TON	100.0000	188.200	18820.00	18820.
012	1P CLASS B ASPH CONCR MIXTURE PA 3,7	TON	15.3500	4,040.000	62014.00	58537.
013	1P ASPHALT CEMENT IN MIXTURE PA 3,6	TON	155.0000	260.000	40300.00	37975.
014	1P 8-INCH SEWER PIPE	LIN FT	8.0000	875.000	7000.00	6632.
015	1P 12-INCH SEWER PIPE	LIN FT	10.0000	1,289.500	12895.00	12805.
016	1P 18-INCH SEWER PIPE	LIN FT	20.0000	23.500	470.00	470.
016	9N 18-INCH SEWER PIPE	LIN FT	20.0000	104.000	2080.00	2040.
018	1P CONCRETE MANHOLES	EACH	1000.0000	1.000	1000.00	1000.
019	1P SPECIAL MANHOLES	EACH	1500.0000	1.000	1500.00	1500.
020	1P CONCRETE INLETS TYPE CG-1	EACH	500.0000	25.000	12500.00	12000.
021	1P CONCRETE INLETS TYPE CG-2	EACH	500.0000	1.000	500.00	500.
022	1P CONCRETE INLETS TYPE G-2M	EACH	600.0000	4.000	2400.00	1800.0
023	1P 8-INCH DRAIN PIPE	LIN FT	6.0000	40.000	240.00	240.

DATE 11 13 80 PG. 01 9100	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

VOUCHER

DIVISION

COUNTY YAMHILL	CONTRACT NO. 100	ESTIMATE NO. 7	PREFIX NO S.
HIGHWAY FAU 5885 (SPRINGBROOK ST)	FEDERAL AID PROJECT NO. M 5885003		
SECTION MIDDLEBROOK ST-PAC HWY W (NEWBERG)			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
N		LUMP SUM	20000.0000	97.000	19400.00	19400.00	
N		LUMP SUM	20000.0000	3.000	600.00	600.00	
ROTECTION AND DIR OF TRAFFIC		LUMP SUM	3500.0000	87.000	3045.00	2730.00	315.00
ROTECTION AND DIR OF TRAFFIC		LUMP SUM	3500.0000	13.000	455.00	420.00	35.00
IGNS		SQ FT	8.0000	433.000	3464.00	3464.00	
IGNS		SQ FT	8.0000	54.600	436.80	371.52	65.28
ARRICADES		EACH	100.0000	22.000	2200.00	2100.00	100.00
		HOUR	20.0000	450.000	9000.00	9000.00	
		HOUR	20.0000	2.000	40.00	60.00	20.00-
STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	5500.0000	96.000	5280.00	5280.00	
STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	5500.0000	4.000	220.00	220.00	
AVATION	PA 3	CU YD	4.5000	5,470.000	24615.00	24615.00	
AVATION		CU YD	4.5000	5.000	22.50	22.50	
VATION		CU YD	5.0000	987.600	4938.00	4872.50	65.50
OADBED	AND SLOPES	LUMP SUM	6800.0000	100.000	6800.00	5100.00	1700.00
D SUBGRADE	PA 3, 4	SQ YD	2.0000	11,423.250	22846.50	22846.50	
D SUBGRADE		SQ YD	2.0000	10.000	20.00	20.00	
EATED SUBGRADE	PA 3, 4	TON	100.0000	188.200	18820.00	18820.00	
H CONCR	MIXTURE PA 3,7	TON	15.3500	4,040.000	62014.00	58637.00	3377.00
ENT IN	MIXTURE PA 3,6	TON	155.0000	260.000	40300.00	37975.00	2325.00
R PIPE		LIN FT	8.0000	875.000	7000.00	6632.00	368.00
ER PIPE		LIN FT	10.0000	1,280.500	12805.00	12805.00	
ER PIPE		LIN FT	20.0000	23.500	470.00	470.00	
ER PIPE		LIN FT	20.0000	104.000	20[illegible]0.00	2040.00	
NHOLES		EACH	1000.0000	1.000	1000.00	1000.00	
HOLES		EACH	1500.0000	1.000	1500.00	1500.00	
LETS	TYPE CG-1	EACH	500.0000	25.000	12500.00	12000.00	500.00
LETS	TYPE CG-2	EACH	500.0000	1.000	500.00	500.00	
LETS	TYPE G-2M	EACH	600.0000	4.000	2400.00	1800.00	600.00
N PIPE		LIN FT	6.0000	40.000	240.00	240.00	
G. 01	9100	TOTAL CONTRACT ITEMS					
		% RETAINED ON CONTRACT ITEMS					
		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NOS.
	9100	7	

HIGHWAY	FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
024	1P FILTER FABRIC	SQ YD	1.5000	2,094.400	3144.35	214.
025	1P GRAVEL IN DRAINS	CU YD	12.0000	11.600	139.20	139.
026	8P CONCRETE WALKS	SQ YD	12.1500	2,215.400	26917.11	26917.
027	1P CONCRETE DRIVEWAYS	SQ YD	14.0000	275.700	3859.80	3350.
028	1P CONCRETE CURBS PA 3	LIN FT	3.2500	5,117.100	16630.58	16623.
029	1P CONCRETE ISLANDS	CU YD	97.0000	48.000	4656.00	
030	1P EXTRA FOR ASPHALT APPROACHES	EACH	125.0000	12.000	1500.00	
031	1P ADJUSTING MANHOLES	EACH	150.0000	9.000	1350.00	1350.
32	1P CAPPING INLETS	EACH	50.0000	1.000	50.00	50.
033	9N SETTING MAILBOX POSTS	EACH	35.0000	2.000	70.00	
	PRICE AGREEMENT ITEMS					
30201	1P 27" CONCR PIPE; DOC INCR QUAN HI 18	LIN FT	32.0000	84.000	2688.00	2688.
30301	1P REM AND DISPOSE OF CONCR CURB	LIN FT	1.5000	288.000	432.00	432.
30401	1P SUB EX SELECTED AREAS	CU YD	11.2500	562.190	6324.64	6324.
30402	1P EXCAVATE BASE ROCK	CU YD	4.5000	351.100	1579.95	1579.
30403	1P 1"-0 AGGR BASE	CU YD	10.0000	278.000	2780.00	2780.

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 11 13 80 FS. 02 9100	TOTAL CONTRACT ITEMS	[illegible]7.43	318330.
PREVIOUS VOUCHER NO. 17642	5 % RETAINED ON CONTRACT ITEMS	[illegible]	15,916.50
CHECKED BY: JH/CSM	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

NT VOUCHER

WAY DIVISION

COUNTY	CONTRACT NO. 9100	ESTIMATE NO. 7	PREFIX NOS.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ERIC		SQ YD	1.5000	2,094.400	3144.35	214.35	2934.00
DRAINS		CU YD	12.0000	11.600	139.20	139.20	
WALKS		SQ YD	12.1500	2,215.400	26917.11	26917.11	
DRIVEWAYS		SQ YD	14.0000	275.700	3859.80	3850.00	9.80
CURBS	PA 3	LIN FT	3.2500	5,117.100	16630.58	16623.75	6.83
ISLANDS		CU YD	97.0000	48.000	4656.00		4656.00
ASPHALT	APPROACHES	EACH	125.0000	12.000	1500.00		1500.00
MANHOLES		EACH	150.0000	9.000	1350.00	1350.00	
NLETS		EACH	50.0000	1.000	50.00	50.00	
AILBOX POSTS		EACH	35.0000	2.000	70.00		70.00
GREEMENT ITEMS							
PIPE; DOC INCR QUAN HI 18		LIN FT	32.0000	64.000	2088.00	2088.00	
ISPOSE OF CONCR CURB		LIN FT	1.5000	288.000	432.00	432.00	
LECTED AREAS		CU YD	11.2500	562.190	6324.64	6324.64	
ASE ROCK		CU YD	4.5000	351.100	1579.95	1579.95	
BASE		CU YD	10.0000	278.000	2780.00	2780.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

FG. 02 9100	TOTAL CONTRACT ITEMS	336937.43	318330.02	18607.41
17642	5 % RETAINED ON CONTRACT ITEMS	16,846.87	15,916.50	930.37
/CSM	FORCE ACCOUNT			

#9100

L.

November 7, 1980

American Fidelity Fire Insurance Company
% Dennis Gilbert
Northwest Bonding Agency
P.O. Box 1448
Beaverton, OR 97005

CON 5
#9096
#9100

Gentlemen:

We have received from Dale's Sand and Gravel Company two assignment of funds on Contract No. 9096 for work on the Scholls Highway at Allen Boulevard in Beaverton and on Contract No. 9100 for work on Middlebrook Street-Pacific Highway West in Newberg.

It is our policy to obtain the written consent of the surety on assignment of funds. Since you are the surety on these two contracts, we are attaching these assignments for you to add your approval on each of the forms. If you approve, please return both forms to 121 Transportation Building, Salem, OR 97310 for further processing.

If you should have any question, please call me in Salem at 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Atts.

cc Dales Sand and Gravel Co., Inc.
18600 SW Pacific Highway
Sherwood, OR 97140

Jack Sollis
Robert Church
Jan Peterson

fkn

DALE'S
SAND & GRAVEL CO, INC.

18600 S.W. Pacific Hwy. • Sherwood, Oregon 97140 • 639-7535

October 30, 1980

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

Enclosed are assignments of proceeds from two contracts we currently have with the Department of Transporation (Nos. 9096 and 9100).

All monies have been assigned to United States National Bank of Oregon, Beaverton Branch.

Thank you for your cooperation in this matter.

Yours very truly,

DALE'S SAND & GRAVEL CO. , INC.

Al Kalkhoven, V.P. & General Mgr.

AK:sj

Enclosures (2)

Certified Mail No. 0746540

DALE'S
SAND & GRAVEL CO, INC.

18600 S.W. Pacific Hwy. • Sherwood, Oregon 97140 • 639-7535

ASSIGNMENT

The undersigned, for good and valuable consideration, hereby assigns unto United States National Bank of Oregon, Beaverton Branch, all of the proceeds from that certain contract with the State of Oregon, Department of Transportation, entitled: Scholls Hwy. & Allen Blvd. (Beaverton) Section, Scholls Hwy. (FAU 9234), Washington County, Contract No. 9096.

Said monies herein assigned shall be paid to:

United States National Bank of Oregon
Beaverton Branch
P.O.Box 488
Beaverton, Oregon 97075

Dated this 30th day of October, 1980.

DALE'S SAND & GRAVEL CO., INC.

By: Al Kalkhoven
Al Kalkhoven, General Manager

SUBSCRIBED and SWORN to before me this 30th day of October, 1980.

Shirley J Kalkhoven
Notary Public for Oregon
My Commission expires: 9-16-81

RECEIVED
NOV 5 1980
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

DALE'S
SAND & GRAVEL CO, INC.

18600 S.W. Pacific Hwy. • Sherwood, Oregon 97140 • 639-7535

ASSIGNMENT

The undersigned, for good and valuable consideration, hereby assigns unto United States National Bank of Oregon, Beaverton Branch, all of the proceeds from that certain contract with the State of Oregon, Department of Transportation, entitled: Middlebrook St. - Pacific Hwy. West (Newberg) Section, FAU 5885 (Springbrook St.) Highway, Yamhill County, Contract No. 9100.

Said monies herein assigned shall be paid to:

United States National Bank of Oregon
Beaverton Branch
P.O.Box 488
Beaverton, Oregon 97075

Dated this 30th day of October, 1980.

DALE'S SAND & GRAVEL CO., INC.

By: ______________________
Al Kalkhoven, General Manager

SUBSCRIBED and SWORN to before me this 30th day of October, 1980.

Shirley J Kalkhoven
Notary Public for Oregon
My Commission expires: 9-16-81

RECEIVED
[illegible]
COMM[illegible]S
DEPARTMENT OF [illegible]

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1980

NOTED
H. S. COULTER

In Reply Refer to
File No: CON 5 #9100

Dale's Sand & Gravel Company, Inc.
18600 S.W. Pacific Highway
Sherwood, OR 97140

Re: Time Extension Request
Middlebrook St.-Pacific Hwy. W.
(Newberg)
FAP No. TQM-5885(3)
Contract No. 9100

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of two calendar days is granted due to extra work performed under price agreements on this project.

This will eliminate all liquidated damages on this contract.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter
C. O. Fredrickson (w/att.)
Warren Mueller "
Robert Church
FHWA "

RECEIVED
STATE HWY ENGR
OCT 31 '80
REFER TO
FOR
Info

Form 734-3122

-1100

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.

4-190

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

April 14, 1980

State: Oregon

County: Yamhill

Project No.: TQ M-5885(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Middlebrook St. - Pacific Hwy. W. (Newberg)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-80	0.474

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 424,907.00	$ 374,555.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~MX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator: 4 14-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon, February 21, 1980

Federal-Aid Project
NoEQM-5885(3)

MIDDLEBROOK ST.-PACIFIC HWY. WEST (NEWBERG) SECTION
CITY STREET IN YAMHILL COUNTY

Project agreement estimate.

Type Code 6105
Roadway (Sta. 100+50 to Sta. 125+50)

Mobilization	All Required	(97%)	$19,400.00
Temporary Protection And Direction of Traffic	All Required	(87%)	3,045.00
Temporary Signs	433 Sq.Ft.	8.00	3,464.00
Temporary Barricades	22 Each	100.00	2,200.00
Flagmen	450 Hour	20.00	9,000.00
Removal of Structures and Obstructions	All Required	(96%)	5,280.00
General Excavation	4,225 Cu.Yd.	4.50	19,012.00
Trench Excavation	1,087 Cu.Yd.	5.00	5,435.00
Finishing Roadbed and Slopes	All Required		6,800.00
Lime Treated Subgrade	14,990 Sq.Yd.	2.00	29,980.00
Lime for Treated Subgrade	340 Ton	100.00	34,000.00
Class "B" Asphalt Concrete Mixture	5,048 Ton	15.35	77,486.80
Asphalt Concrete in Mixture	330 Ton	155.00	51,150.00
8-inch Sewer Pipe	420 Lin.Ft.	8.00	3,360.00
12-inch Sewer Pipe	1,740 Lin.Ft	10.00	17,400.00
18-inch Sewer Pipe	6 Lin.Ft.	20.00	120.00
30-inch Arch Type Pipe	12 Lin.Ft.	40.00	480.00
Concrete Manholes	2 Each	1,000.00	2,000.00
Special Manholes	1 Each	1,500.00	1,500.00
Concrete Inlets, Type CG-1	21 Each	500.00	10,500.00
Concrete Inlets, Type CG-2	1 Each	500.00	500.00
Concrete Inlets, Type G-2M	4 Each	600.00	2,400.00
8-inch Drain Pipe	1,206 Lin.	6.00	7,236.00
Fiber Filter	1,350 Sq.Yd.	1.50	2.025.00
Gravel in Drains	185 Cu.Yd.	12.00	2,220.00
Concrete Walks	2,230 Sq.Yd.	12.15	27,094.50
Concrete Driveways	230 Sq.Yd.	14.00	3,220.00
Concrete Curbs	4,965 Lin.Ft.	3.25	16,136.25
Extra for Asphalt Approaches	5 Each	125.00	625.00
Adjusting Manholes	9 Each	150.00	1,350.00
Capping Inlets	1 Each	50.00	$ 50.00
			$364,470.05

Oregon State Highway Division
Salem, Oregon, February 21, 1980

Federal-Aid Project
NoJQM-5885(3)

Anticipated Items

Permanent Pavement Striping	All Required	$ 900.00
		$ 900.00
	Subtoatl	$374,367.25
	Engineering	50,539.75
	Total	$424,907.00

Length of Project - - - - - - - - - - - 0.474 mi.
Cost of Roadway Per Mile - - - - - - $896,428.27

Work Retained in Program Status
(Not included in amounts below.)

Permanent Signing	All Required	$1,000.00
City of Newberg (water)	All Required	1,000.00

Federal Funds (88.15)	$374,555
State Funds	25,176
City Funds-	25,176
Total	$424,907

Group 1 - 88%; Group 8 - 9%; Group 9 - 3%

Contract No. 9100
Prefix 336-1960
Prefix 336-1085

NONPARTICIPATING - STATE WORK

Mobilization	All Required	(3%)	$ 600.00
Temporary Protection And Direction of Traffic	All Required	(13%)	455.00
Temporary Signs	55 Sq.Ft.	8.00	440.00
Flagmen	40 Hour	20.00	800.00
Removal of Structure and Obstructions	All Required	(4%)	220.00
General Excavation	5 Cu.Yd.	4.50	22.50
Trench Excavation	3 Cu.Yd.	5.00	15.00
Line Treated Subgrade	10 Sq.Yd.	2.00	20.00
Class "B" Asphalt Concrete Mixture	2 Ton	15.35	30.70
18-inch Sewer Pipe	16 Lin.Ft.	20.00	320.00
Concrete Walls	35 Sq.Yd.	12.15	425.25
Concrete Curbs	75 Lin.Ft.	3.25	243.75
Concrete Islands	55 Cu.Yd.	97.00	5,335.00
Setting Mailbox Posts	2 Each	35.00	70.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00
Furnish Mailbox Posts	All Required	50.00
Loop Detector Installation (SFO)	All Required	2,053.00

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. [illegible]-5885(3)

STATE PROJECT NO. See below

FROM: C. L. Green, Division Administrator
FHWA Oregon Division
Salem, Oregon

PROGRAM NO.

COUNTY NAME Yamhill

ITEM NO. 2025[illegible]

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 14 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-11-80

FEDERAL ROUTE NUMBER FAU 5885

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Middlebrook St. - Pacific Highway West (Newberg) Sectio

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4-10-80 I approve the program change requested as follows:

1) Appropriation Code: Changed to 124
2) Class of Federal Funds: Changed to Transition Quarter (FY 76)
3) Project Number: Changed to TQM-5885(3)

The above approval does not require any additional obligation of funds.

DATE 4-11-80

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE [illegible] Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1975 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

April 10, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Item No. 80251
Project No. M-5885(3)
Middlebrook St.-Pacific Hwy. W. (Newberg) Sec.
Yamhill County

I hereby request your approval of a minor program change on the subject project as indicated below:

1) Appropriation Code: Change to 124
2) Class of Federal Funds: Change to Transition Quarter (FY 76)
3) Project No.: Change to TQM-5885(3)

This action is necessary to utilize Transition Quarter funds allotted to Urban Areas and are subject to lapse on September 30, 1980. The estimated total cost and federal funds involved are set forth on the attached project agreement estimate and PR-2 forms. Since favorable bids were received on this project, processing of the project agreement will release $96,861 in obligated urban system funds.

CL:bke

cc: G. Zehner
V. Skoog

Form 734-3122

CORRECTED COPY

March 5, 1980

CON 4

City of Newberg
City Hall
Newberg, Oregon 97132

Attn: M. C. Gilbert
City Recorder

Gentlemen:

On February 28, 1980 a satisfactory bid was received from Dale's Sand and Gravel Co., Inc., 18600 S.W. Pacific Highway, Sherwood, Oregon 97140 for construction on the Middlebrook Street-Pacific Highway W. Section, FAU 5885. The advance deposit based on the anticipated construction cost of their bid is as follows:

	M-5885(3)	STATE
Bid Items	$364,540.05	$8,927.20
Permanent Signing SFO#4	$ 1,000.00	
Permanent Pavement Striping SFO#1	900.00	$ 500.00
Furnish Mail Box Posts		50.00
City of Newberg (Water) SFO#2	1,000.00	
Loop Detector Installation SFO#3 (State Forces)		2,053.00
4 1/2% Contingencies	16,534.80	518.86
9% Engineering	33,069.60	1,037.72
ESTIMATED TOTAL COST	$417,044.45	$13,086.78

City's Advance Deposit:
6% of $417,044.45 = $25,022.67 or say $25,000.00.

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 21, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

PTH:pf

bcc w/AD # 739: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD #739
when check is received.

February 29, 1980

City of Newberg
City Hall
Newberg, Oregon 97132

CON 4

Attn: M. C. Gilbert
City Recorder

Gentlemen:

On February 28, 1980 a satisfactory bid was recevied from Dale's Sand and Gravel Co., Inc., 18600 S.W. Pacific Hwy., Sherwood, Oregon 97140 for construction on the Middlebrook Street-Pacific Highway W. Section, FAU 5885. The advance deposit based on the anticipated construction cost of their bid is as follows:

	M-5883(5)	CITY
Bid Items	$364,540.05	$8,927.20
Permanent Signing	$ 1,000.00	
Permanent Pavement Striping	900.00	$ 500.00
Furnish Mail Box Posts		50.00
City of Newberg (Water)	1,000.00	
Loop Detector Installation (State Forces)		2,053.00
4 1/2% Contingencies	16,534.80	518.86
8% Engineering	33,069.60	1,037.72
ESTIMATED TOTAL COST	$417,044.45	$13,086.78

City's Advance Deposit:
6% of $417,044.45 = $25,022.67 ~~PLUS~~ or say $25,000.00
~~100% of $13,086.78 = $38,109.45 or say $38,100.00~~. State

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than March 22, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. N. Harrell
for D. E. Swan
Operation Programming Engineer

FFM:pf

bcc w/AD # 739: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 739 when check is received.

HIGHWAY DIVISION - ODOT 378-6516

FILE February 29, 1980

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
February 28, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened February 28, 1980 on the following projects:

1. Klamath Falls-Lakeview Highway at Avalon Street (Klamath Falls)
   Klamath County
   Traffic Signals

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. 2nd Street and 3rd Street Signal Improvement (The Dalles)
   Mosier-The Dalles Highway
   Wasco County
   Traffic Signals

   Same as No. 1.

3. Thomas Creek (Devaney) Bridge
   Kelly Road
   Linn County
   Structures

   Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Eightmile Creek Bridge
Ione/Gooseberry Road
Morrow County
Structures

Four-foot shoulders on structure and approaches available for pedestrian and bicycle traffic.

Same as No. 3.

5. Paul Smith Road-S. Main Street (Boardman)
Wilson Road
Morrow County

Five-foot shoulders to be striped as bike lanes.

6. Banfield Interchange
Pacific Highway, Multnomah County
Structure

Deck joint repair.

Same as No. 1.

7. Willow Creek (Glenn Road) Bridge
FAS Route B 611, Union County
Structure

Bridge replacement. 27 1/2-foot roadway on structure and 28-foot aggregate surfaced approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

8. Prairie Creek Culvert
Wallowa Lake Highway, Wallowa County
Grading, Paving and Culvert

Structure replacement and roadway realignment. 4-foot shoulders provided on this project for pedestrian and bicycle traffic.

Same as No. 3.

9. Scholls Highway @ Allen Blvd. (Beaverton)
Scholls Highway, Washington County
Paving and Signals

A seven-foot Independent Bikeway will be constructed in conjunction with this project.

10. Airport Road @ Salmon River Highway
Yamhill County
Grading and Paving

Intersection improvement. Four-foot shoulders available for pedestrian and bicycle traffic.

Same as No. 3.

11. Deer Creek
Gropher Valley Road, Yamhill County
Grading, Paving and Structure

Structure replacement and realignment. Four-foot shoulders available on roadway and structure for pedestrian and bicycle traffic.

Same as No. 3.

12. Dundee (S.W. 5th Street)
City Street, Yamhill County
Paving

Four-foot shoulders available for bicycle traffic and four-foot sidewalk/stairs and handrail provided for pedestrian traffic.

Same as No. 3.

13. Middlebrook Street-Pacific Highway West (Newberg)
Springbrook Street, Yamhill County
Grading and Paving

Twelve-foot lanes with parking. Five-foot sidewalks with ramps provided for pedestrians and bicycles.

Same as No. 3.

14. Division Street N.E.-Trade Street S.E. (Salem)
Front Street, Marion County
Grading and Paving

Multi-lane street improvement. An eight-foot Independent Bikeway and/or five-foot sidewalk with ramps included in this project.

15. Columbia Slough-N.E. Failing Street
East Portland Freeway, Multnomah County
Grading and Drainage

An Independent Bikeway will be constructed in this project area at a later date.

RPS:ge

cc: F. B. Klaboe
E. S. Hunter
D. G. Talbot
L. E. George
F. F. Torpin
George Bell
Don Harwell

/ **Section** Middlebrook St. - [illegible]fic Hwy. W. (Newberg) **Programming Estimate $** 5[illegible],000 [illegible]

Highway FAU 5885 (Springbrook St) **Project Length** 0.5 mi.

County Yamhill **Completion Time** 210 CD

Kind of Work Grading & Paving **Est. Comp. Date** 10-26-80

Prefix 336-1960 **Letting Date** Feb. 28, 1980 **Project No.** M-5885(3) | STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

	M-5885(3)	STATE	M-5885(3)	STATE
Estimated Contract Amount			$469,656.00	13,831.00
Anticipated Additional Items:				
Royalty Payment				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing	1000.00	0		
Permanent Pavement Striping	900.00	500.00		
Temporary Pavement Striping				
Remove Pavement Striping (Exist. & Temp.)				
Temporary Erosion Control				
State Furnished				
Roadside Seeding & Mulching			$2950.00	2553.00
Asphalt Cement Adjustment				
On the Job Trainees				
State Responsibility for Damages				
Signal Controller Testing (Engineering)				
Bikeway Signs				
Furnish Mailbox Posts	50.00			
Adjust Utilities:				
City of Newberg (Water)	1000.00			
Loop Detector Installation (State Force)	0	2053.00		
Subtotal			$472,606.00	16,384.00
Contingencies (4-1/2%)			21,267.27	737.28
Engineering (8, [✓ 9], 10%)			42,534.54	1,474.56
Subtotal			$	
Credit for				
Estimated Net Authorization, Construction			$536,407.81	18,595.84

Total = $ 555,003.65

APPROVED

J H Wurster
Road Design Engineer

NOTED
D. O. Christensen

REC'D
1-21-80
✓ OK

Estimate Rev. 1-21-80
wm H

/

OREGON STATE HIGHWAY DIVISION
S ARY--BID SCHEDULE--COST ESTIMA.

Sheet 1 of 2
Date 11-28-79

Section Middlebrook St.- Pacific Hwy. W. (Newberg)
County Yamhill
Kind Of Work Grading & Paving
Length 0.5 mi.
Name McGill
12-6-79

No	Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total	Non Part. Total
							[illegible] (3)	[illegible]
	Mobilization 8%		All	All	All	All	34,800 ^{00}	1025 ^{00}
	Temporary Protection And Direction of Traffic		All	All	All	All	3900 ^{00}	600 ^{00}
	Temporary Signs		Sq.Ft.	433	55	6 ^{00}	2598 ^{00}	330 ^{00}
	Temporary Barricades		Each	22	0	115 ^{00}	2530 ^{00}	-
	Flagmen		Hour	450	40	21 ^{50}	9675 ^{00}	860 ^{00}
	ROADWORK							
	Removal Of Structures And Obstructions		All	All	All	All	1250 ^{00}	50 ^{00}
	General Excavation		Cu.Yd.	4225	5	5 ^{00}	21,125 ^{00}	25 ^{00}
	Trench Excavation		Cu.Yd.	1087	3	10 ^{00}	10,870 ^{00}	30 ^{00}
	Finishing Roadbed and Slopes		All	All	All	All	2500	-
	Lime Treated Subgrade		Sq.Yd.	14,990	10	4 ^{00}	59,960 ^{00}	40 ^{00}
	Lime for Treated Subgrade		Ton	340	0	90 ^{00}	30,600 ^{00}	-
	Class "B" Asphalt Concrete Mixture		Ton	5048	2	18 ^{00}	90,864 ^{00}	36 ^{00}
	Asphalt Cement in Mixture (Proj [illegible] Priced)	[illegible]	Ton	330	0	169 ^{00}	55,770 ^{00}	-

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--[✓ COST ESTIMATE]

Sheet 2 of 2
Date 11-28-79

Section Middlebrook St. - Pacific Hwy. W. (Newberg) County Yamhill
Kind Of Work Grading & Paving Length 0.5 mi. Name McGill

No	Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total	Non Par Tot.
	8-inch Sewer Pipe		Lin. Ft.	420	0	9^{00}	3780^{00}	-
	12-inch Sewer Pipe		Lin. Ft.	1740	0	16^{00}	$27,840^{00}$	-
	18-inch Sewer Pipe		Lin. Ft.	6	16	30^{00}	180^{00}	480^{00}
	30-inch Arch Type Pipe		Lin. Ft.	12	0	35^{00}	420^{00}	-
	Concrete Manholes		Each	2	0	1500^{00}	3000^{00}	-
	Special Manholes		Each	1	0	2500^{00}	2500^{00}	-
	Concrete Inlets, Type CG-1		Each	21	0	500^{00}	$10,500^{00}$	-
	Concrete Inlets, Type CG-2		Each	1	0	550^{00}	550^{00}	-
	Concrete Inlets, Type G-2M		Each	4	0	650^{00}	2600^{00}	-
	8-inch Drain Pipe		Lin. Ft.	1206	0	9^{00}	$10,854^{00}$	-
	~~Fiber~~ Filter Fabric		Sq. Yd.	1350	0	2^{50}	3375^{00}	-
	Gravel in Drains		Cu. Yd.	185	0	20^{00}	3700^{00}	-
	Concrete Walks		Sq. Yd.	2230	35	18^{00}	$40,140^{00}$	630^{00}
	Concrete Driveways		Sq. Yd.	230	0	25^{00}	5750^{00}	-
	Concrete Curbs		Lin. Ft.	4965	75	5^{00}	$24,825^{00}$	375^{00}
	Concrete Islands		Cu. Yd.	0	55	170^{00}	-	9350^{00}
	Extra for Asphalt Approaches		Each	5	0	200^{00}	1000^{00}	-
	Adjusting Manholes		Each	9	0	200^{00}	1800^{00}	-
	Capping Inlets		Each	1	0	250^{00}	250^{00}	-
	Setting Mailbox Posts		Each	2	0	75^{00}	150^{00}	

9100

Section Middlebrook St. - [illegible] Hwy. W. (Newberg) Programming Estimate $ 565,000

Highway FAU 5885 (Springbrook St.) Project Length 0.5 mi.

County Yamhill Completion Time 210 CD

Kind of Work Grading & Paving Est. Comp. Date 10-26-80

Prefix 336-1960 Letting Date Feb. 28, 1980 Project No. M-5885(3) | STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

				M-5885(3)	STATE
Estimated Contract Amount				* $478,556.00	13,831.00
Anticipated Additional Items:	M-5885(3)	STATE			
Royalty Payment					
Permit Fees					
Slide Correction					
Railroad Protective Costs					
Other Railroad Costs					
Permanent Signing	1000.00	0	SFO #4		
Permanent Pavement Striping	900.00	500.00	SFO #1		
Temporary Pavement Striping					
Remove Pavement Striping (Exist. & Temp.)					
Temporary Erosion Control					
State Furnished					
Roadside Seeding & Mulching				$ 2950.00	2553.00
Asphalt Cement Adjustment					
On the Job Trainees					
State Responsibility for Damages					
Signal Controller Testing (Engineering)					
Bikeway Signs					
Furnish Mailbox Posts	50.00				
Adjust Utilities:					
City of Newberg (Water)	1000.00		SFO		
Loop Detector Installation (State Force)	0	2053.00			
Subtotal				* $481,506	16,384.00
Contingencies (4-1/2%)				* 21,667.77	737.28
Engineering (8, [✓ 9], 10%)				* 43,335.54	1,474.56
Subtotal				$	
Credit for					
Estimated Net Authorization, Construction				* $546,509.31	18,595.84

Total = * $ 565,105.15

* Estimate Rev. 2-14-80

APPROVED

Road Design Engineer

NOTED
D. C. Christensen

Rec'd 2-1[illegible]-80

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE-- [✓ COST ESTIMATE]

Sheet 1 of 2
Date 11-28-79

ection Middlebrook St. - Pacific Hwy. W. (Newberg)
County Yamhill

ind Of Work Grading & Paving
Length 0.5 mi.
Name McGill 8

12-6-79

Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total M-5885(3)	Non. Part. Total State
Mobilization 8%		All	All	97% All	3% All	35,450.00 34,800	1025
Temporary Protection And Direction of Traffic		All	All	87% All	13% All	3900.00	600.00
Temporary Signs		Sq.Ft.	433	55	6.00	2598.00	330.00
Temporary Barricades		Each	22	0	115.00	2530.00	—
Flagmen		Hour	450	40	21.50	9675.00	860.00
ROADWORK							
Removal Of Structures And Obstructions		All	All	All	All	1250.00	50.00
General Excavation		Cu.Yd.	4225	5	5.00	21,125.00	25
Trench Excavation		Cu.Yd.	1087	3	10.00	10,870.00	30
Finishing Roadbed and Slopes		All	All	All	All	2500	—
Lime Treated Subgrade		Sq.Yd.	14,990	10	4.00	59,960.00	40
Lime for Treated Subgrade		Ton	340	0	90.00	30,600.00	—
Class "B" Asphalt Concrete Mixture		Ton	5048	2	18.00	90,864.00	36
Asphalt Cement in Mixture (Projected Price at this time)		Ton	330	0	194.00 167.00	64,020.00 55,770.00	—
	8						

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--(COST ESTIMATE)

Sheet 2 of 2
Date 11-28-79

ection Middlebrook St. - Pacific Hwy. W. (Newberg) County Yamhill
Kind Of Work Grading & Paving Length 0.5 mi. Name McGill

Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total	Non. Part. Total
8-inch Sewer Pipe		Lin.Ft.	420	0	9^{00}	3780^{00}	—
12-inch Sewer Pipe		Lin.Ft.	1740	0	16^{00}	27,840^{00}	—
18-inch Sewer Pipe		Lin.Ft.	6	16	30^{00}	180^{00}	480
30-inch Arch Type Pipe		Lin.Ft.	12	0	35^{00}	420^{00}	—
Concrete Manholes		Each	2	0	1500^{00}	3000^{00}	—
Special Manholes		Each	1	0	2500^{00}	2500^{00}	—
Concrete Inlets, Type CG-1		Each	21	0	500^{00}	10,500^{00}	—
Concrete Inlets, Type CG-2		Each	1	0	550^{00}	550^{00}	—
Concrete Inlets, Type G-2M		Each	4	0	650^{00}	2600^{00}	—
8-inch Drain Pipe		Lin.Ft.	1206	0	9^{00}	10,854^{00}	—
~~Fiber~~ Filter Fabric		Sq.Yd.	1350	0	2^{50}	3375^{00}	—
Gravel in Drains		Cu.Yd.	185	0	20^{00}	3700^{00}	—
Concrete Walks		Sq.Yd.	2230	35	18^{00}	40,140^{00}	630
Concrete Driveways		Sq.Yd.	230	0	25^{00}	5750^{00}	—
Concrete Curbs		Lin.Ft.	4965	75	5^{00}	24,825^{00}	375
Concrete Islands		Cu.Yd.	0	55	170^{00}	—	9350
Extra for Asphalt Approaches		Each	5	0	200^{00}	1000^{00}	—
Adjusting Manholes		Each	9	0	200^{00}	1800^{00}	—
Capping Inlets		Each	1	0	250^{00}	250^{00}	—
Setting Mailbox Posts		Each	2	0	75^{00}	150^{00}	

Section Middlebrook St. - Pac. Hwy. W. (Newberg) Programming Estimate $ 567,000
Highway FAU 5885 (Springbrook St.) Project Length 0.5 mi.
County Yamhill Completion Time 210 CD
Kind of Work Grading & Paving Est. Comp. Date 10-26-80
Prefix 336-1960 Letting Date Feb. 28, 1980 Project No. M-5885(3) | STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

	M-5885(3)	STATE	M-5885(3)	STATE
Estimated Contract Amount			\$480,131 ^{00}	13,831 ^{00}
Anticipated Additional Items:				
Royalty Payment				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing	1000 ^{00}	0		
Permanent Pavement Striping	900 ^{00}	500 ^{00}		
Temporary Pavement Striping				
Remove Pavement Striping (Exist. & Temp.)				
Temporary Erosion Control				
State Furnished ______				
Roadside Seeding & Mulching			\$ 2950 ^{00}	2553 ^{00}
Asphalt Cement Adjustment				
On the Job Trainees				
State Responsibility for Damages				
Signal Controller Testing (Engineering)				
Bikeway Signs				
Furnish Mailbox Posts	50 ^{00}			
Adjust Utilities:				
City of Newberg (Water)	1000 ^{00}			
Loop Detector Installation (State Force)	0	2053 ^{00}		
Subtotal			\$483,081 ^{00}	16,384 ^{00}
Contingencies (4-1/2%)			21,738 ^{65}	737 ^{28}
Engineering (8, [✓ 9], 10%)			43,477 ^{29}	1,474 ^{56}
Subtotal			\$	
Credit for ______				
Estimated Net Authorization, Construction			\$548,296 ^{94}	18,595 ^{84}

Total = \$ 566,892 ^{78}

APPROVED

W. Phil Stearns

Road Design Engineer

REC'D 1-4-80

City has funds

OK

1.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 11-28-79

Section Middlebrook St.- Pacific Hwy. W. (Newberg)
County Yamhill
Kind Of Work Grading & Paving
Length 0.5 mi.
Name McGill
12-6-79

No	Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total M-5895(3)	Non Part. Tota Sta
	Mobilization 8%		All	All	All	All	$35,600^{00}$	102
	Temporary Protection And Direction of Traffic		All	All	All	All	3900^{00}	600
	Temporary Signs		Sq.Ft.	433	55	6^{00}	2598^{00}	330
	Temporary Barricades		Each	22	0	115^{00}	2530^{00}	—
	Flagmen		Hour	900	40	21^{50}	$19,350^{00}$	860
	ROADWORK							
	Removal Of Structures And Obstructions		All	All	All	All	1250^{00}	50
	General Excavation		Cu.Yd.	4225	5	5^{00}	$21,125^{00}$	25
	Trench Excavation		Cu.Yd.	1087	3	10^{00}	$10,870^{00}$	3
	Finishing Roadbed and Slopes		All	All	All	All	2500	—
	Lime Treated Subgrade		Sq.Yd.	14,990	10	4^{00}	$59,960^{00}$	4
	Lime for Treated Subgrade		Ton	340	0	90^{00}	$30,600^{00}$	—
	Class "B" Asphalt Concrete Mixture		Ton	5048	2	18^{00}	$90,864^{00}$	3
	Asphalt Cement in Mixture (Proj [illegible] Price)		Ton	330	0	169^{00}	$55,770^{00}$	—
		8						

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMAT

Sheet 2 of 2

Date 11-28-79

Section Middlebrook St. - Pacific Hwy. W. (Newberg)

County Yamhill

Kind Of Work Grading & Paving

Length 0.5 mi.

Name McGill

No	Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total	Non. Part. Total
	8-inch Sewer Pipe		Lin. Ft.	420	0	9^{00}	3780^{00}	—
	12-inch Sewer Pipe		Lin. Ft.	1740	0	16^{00}	27840^{00}	—
	18-inch Sewer Pipe		Lin. Ft.	6	16	30^{00}	180^{00}	480
	30-inch Arch Type Pipe		Lin. Ft.	12	0	35^{00}	420^{00}	—
	Concrete Manholes		Each	2	0	1500^{00}	3000^{00}	—
	Special Manholes		Each	1	0	2500^{00}	2500^{00}	—
	Concrete Inlets, Type CG-1		Each	21	0	500^{00}	$10{,}500^{00}$	—
	Concrete Inlets, Type CG-2		Each	1	0	550^{00}	550^{00}	—
	Concrete Inlets, Type G-2M		Each	4	0	650^{00}	2600^{00}	—
	8-inch Drain Pipe		Lin. Ft.	1206	0	9^{00}	$10{,}854^{00}$	—
	~~Fiber~~ Filter Fabric		Sq. Yd.	1350	0	2^{50}	3375^{00}	—
	Gravel in Drains		Cu. Yd.	185	0	20^{00}	3700^{00}	—
	Concrete Walks		Sq. Yd.	2230	35	18^{00}	$40{,}140^{00}$	63
	Concrete Driveways		Sq. Yd.	230	0	25^{00}	5750^{00}	—
	Concrete Curbs		Lin. Ft.	4965	75	5^{00}	$24{,}825^{00}$	37
	Concrete Islands		Cu. Yd.	0	55	170^{00}	—	935
	Extra for Asphalt Approaches		Each	5	0	200^{00}	1000^{00}	—
	Adjusting Manholes		Each	9	0	200^{00}	1800^{00}	—
	Capping Inlets		Each	1	0	250^{00}	250^{00}	—
	Setting Mailbox Posts		Each	2	0	75^{00}	150^{00}	

1:3 2 14

12-11-79
2

NEWBERG
MIDDLEBROOK - PAC. HWY. W
SPRINGBROOK

PE.	31,000 TOT	
	26,410 FF	
R/W	4,000 TOT	
	3520 FF	
CONST	547,200 TOT	
	481,540 FF	
TOTAL	582,200 TOT.	
	511,470 FF	ST & CITY $ 35,365

F.A. FUNDS AVAILABLE =

ALLOC.	266,801
1980	40,158
5YR ADV.	200,790
TOTAL	507,749

Section *Middlebrook St. - Pacific Hwy. W. (Newberg)* Programming Estimate $
Highway *FAU 5885 (Springbrook St.)* Project Length *0.5 mi.*
County *Yamhill* Completion Time *210 CD*
Kind of Work *Grading & Paving* Est. Comp. Date *10-26-80*
Prefix *336-1960* Letting Date *Feb. 28, 1980* Project No. *M-5885(3)* | *STATE*

ESTIMATED CONSTRUCTION AUTHORIZATION

	M-5885(3)	STATE	M-5885(3)	STATE
Estimated Contract Amount			$480,131^{00}	13,831^{00}
Anticipated Additional Items:				
Royalty Payment.				
Permit Fees				
Slide Correction				
Railroad Protective Costs				
Other Railroad Costs				
Permanent Signing	1000^{00}	0		
Permanent Pavement Striping.	900^{00}	500^{00}		
Temporary Pavement Striping.				
Remove Pavement Striping (Exist. & Temp.) . . .				
Temporary Erosion Control				
State Furnished				
Roadside Seeding & Mulching			$ 1950^{00}	2553^{00}
Asphalt Cement Adjustment				
On the Job Trainees.				
State Responsibility for Damages.				
Signal Controller Testing (Engineering)				
Bikeway Signs.				
Furnish Mailbox Posts	50^{00}	0		
Adjust Utilities:				
. . . .				
. . . .				
. . . .				
. . . .				
Loop Detector Installation (State Force)	0	2053^{00}		
Subtotal			$482,081^{00}	16,384^{00}
Contingencies (4-1/2%)			21,693^{65}	737^{28}
Engineering (8, [✓ 9], 10%)			43,387^{29}	1,474^{56}
Subtotal			$	
Credit for				
Estimated Net Authorization, Construction			$547,161^{94}	18,595^{84}

APPROVED *cc: Phil Stearns*

REC'D 12-11-79

Total = $ 565,757^{78}

Road Design Engineer

1

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 11-28-79

ection Middlebrook St. - Pacific Hwy. W. (Newberg)
County Yamhill
ind Of Work Grading & Paving
Length 0.5 mi.
Name McGill 8
12-6-79

lo	Item	Code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total	Non. Part. Total
							M-5855(3)	Stat.
	Mobilization 8%		All	All	All	All	$35,600^{00}$	1025^{00}
	Temporary Protection And Direction of Traffic		All	All	All	All	3900^{00}	600^{0}
	Temporary Signs		Sq. Ft.	433	55	6^{00}	2598^{00}	330^{00}
	Temporary Barricades		Each	22	0	115^{00}	2530^{00}	—
	Flagmen		Hour	900	40	21^{50}	$19,350^{00}$	860^{00}
	ROADWORK							
	Removal Of Structures And Obstructions		All	All	All	All	1250^{00}	50^{00}
	General Excavation		Cu. Yd.	4225	5	5^{00}	$21,125^{00}$	25^{0}
	Trench Excavation		Cu. Yd.	1087	3	10^{00}	$10,870^{00}$	30^{0}
	Finishing Roadbed and Slopes		All	All	All	All	2500	—
	Lime Treated Subgrade		Sq. Yd.	14,990	10	4^{00}	$59,960^{00}$	40^{0}
	Lime for Treated Subgrade		Ton	340	0	90^{00}	$30,600^{00}$	—
	Class "B" Asphalt Concrete Mixture		Ton	5048	2	18^{00}	$90,864^{00}$	36^{0}
	Asphalt Cement in Mixture (Pr[illegible] [illegible] Price)	8	Ton	330	0	169^{00}	$55,770^{00}$	—

OREGON STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--[✓ COST ESTIMATE]

Sheet 2 of 2

Date 11-28-79

Section Middlebrook St. - Pacific Hwy. W. (Newberg)

County Yamhill

Kind Of Work Grading & Paving

Length 0.5 mi.

Name McGill

No	Item	code	Unit	Part. Quant.	Non. Part. Quant.	Unit Cost	Part. Total	Non. Part. Total
	8-inch Sewer Pipe		Lin.Ft.	420	0	9^{00}	3780^{00}	—
	12-inch Sewer Pipe		Lin.Ft.	1740	0	16^{00}	27,840^{00}	—
	18-inch Sewer Pipe		Lin.Ft.	6	16	30^{00}	180^{00}	480^{00}
	30-inch Arch Type Pipe		Lin.Ft.	12	0	35^{00}	420^{00}	—
	Concrete Manholes		Each	2	0	1500^{00}	3000^{00}	—
	Special Manholes		Each	1	0	2500^{00}	2500^{00}	—
	Concrete Inlets, Type CG-1		Each	21	0	500^{00}	10,500^{00}	—
	Concrete Inlets, Type CG-2		Each	1	0	550^{00}	550^{00}	—
	Concrete Inlets, Type G-2M		Each	4	0	650^{00}	2600^{00}	—
	8-inch Drain Pipe		Lin.Ft.	1206	0	9^{00}	10,854^{00}	—
	Fiber Filter		Sq.Yd.	1350	0	2^{50}	3375^{00}	—
	Gravel in Drains		Cu.Yd.	185	0	20^{00}	3700^{00}	—
	Concrete Walks		Sq.Yd.	2230	35	18^{00}	40,140^{00}	630
	Concrete Driveways		Sq.Yd.	230	0	25^{00}	5750^{00}	—
	Concrete Curbs		Lin.Ft.	4965	75	5^{00}	24,825^{00}	375
	Concrete Islands		Cu.Yd.	0	55	170^{00}	—	9350
	Extra for Asphalt Approaches		Each	5	0	200^{00}	1000^{00}	—
	Adjusting Manholes		Each	9	0	200^{00}	1800^{00}	—
	Capping Inlets		Each	1	0	250^{00}	250^{00}	—
	Setting Mailbox Posts		Each	2	0	75^{00}	150^{00}	—

NOTED
E. S. HUNTER

ROW 18-4

February 19, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Water Facilities Relocation
City of Newberg
Middlebrook St.-Pacific Hwy. West
(Newberg) Section
FAU-5885, Springbrook St.
Yamhill County
Project No. M-5885(3)

Dear Mr. Green:

Reference is made to my letter of February 5, 1980 which submitted an estimate of cost in the amount of $870, to adjust the City of Newberg's water facilities. Enclosed is a copy of a revised estimate of cost to adjust the City's water facilities dated February 5, 1980. The revised estimate reflects an increase of $705 for the cost of adjustment.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City is responsible for the relocation of conflicting utilities on this project. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing the City to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as this is a City utility occupying a City street.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

RECEIVED
TECHNICAL SERVICES
FEB 20 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Revised estimated cost to the State is $1,575.

Yours truly,

D E Swan

D. E. Swan
Operation Programming Engineer

DES/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Rich Evans
Don Bedford

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-5885(3)

STATE PROJECT NO.
see below

FROM:
G. L. Green, Division Administratro
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80251

COUNTY NAME
Yamhill

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO,
FOR
Info	Inves	R/D	[illegible]	Sgn	Act	File

DATE PS&E APPROVED
2/6/80

DATE AUTHORIZATION EFFECTIVE
2/19/80

FEDERAL ROUTE NUMBER
FAU 5885

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
Middlebrook Street - Pacific Highway West (Newberg)

GENERAL DESCRIPTION OF WORK:
Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Utility Adjustment
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/5/80 you are now authorized to proceed with the actual adjustments for the City of Newberg's water facilities. Reimbursement on an actual cost basis estimated to be $870 with Federal participation limited to $766 is approved. I approve the agreement with the City of Newberg.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal-aid Program Manual.

DATE
2/19/80

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-555

9100

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 5885(3)

STATE PROJECT NO. see below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA---Oregon Division

PROGRAM NO.

ITEM NO. 80251

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '80
REFER TO
FOR

Info	Inves	R/D	S/B	Sign	Act	File

DATE PS&E APPROVED 2/6/80

DATE AUTHORIZATION EFFECTIVE 2/6/80

FEDERAL ROUTE NUMBER FAU 5885

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Middlebrook Street - Pacific Highway West (Newberg) Section

GENERAL DESCRIPTION OF WORK:

Grade, drain and high type surface

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Permanent Pavement Striping
S.F. $900

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 2/1/80 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $533,869 Federal Funds $470,650.

A signed copy of the Title Sheet is returned herewith.

DATE 2/6/80

SIGNATURE OF APPROVING OFFICIAL G. K

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1975 631 855

9100

336-1960

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STAT_ OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

2-5-80

THE UNITED STATES, DR., TO (*Insert official or depositary named in project agreement*) Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(*For use of Paying Office*)

STATE Oregon

VOUCHER PERIOD FROM 4-26-78 TO 2-6-80

VOUCHER TYPE (*Check Appropriate Block*)

☐ CURRENT BILLING

☐ OTHER PROGRESS

X

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. M-5085(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$36,301.23	$36,288.75	85.77%	$31,124.86	$31,124.86	$ 0.00

RECEIVED DIVISION OFFICE	DIVISION OFFICE REVIEW MADE	PASSED FOR PAYMENT
BY Oregon DATE	BY DATE 7/11/80	V.E. Skoog, Controller BY DATE

REMARKS

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Middlebrook St.-Pacific Highway West (Newberg) Yamhill County					
	Preliminary Engineering Type Code P.E. State	All Required			$36,288.75	
	Nonparticipating Items Preliminary Engineering-State	All Required			13.08	
	Total Project Costs				$36,301.83	
	Prepared based on Participating Costs as shown on Federal Billing as of 7/10/80.					
	AMOUNT CARRIED FORWARD					

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TOTAL TO DATE JOB COST SUMMARY                                                    JUNE 1981        PAGE  869

                                                                                  FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE
                                   336   1934      296     00 N 9                   632.70CR        942.30CR
                                   336   1934      298     00 N 9                   714.83          714.83
                                   336   1934      901     00 P 1                   207.88CR
                                   336   1934      901     00 N 1                   207.88          207.98
                                   336   1934      903     00 P 1                                    89.61
                                   336   1934      907     00 P 1                   411.17          411.17
                                   336   1934      907     00 N 1                   642.50          642.50
                                   336   1934      905     00 P 1                                    17.03
                                   336   1934      910     00 P 1                                    50.00
                                   336   1934      916     00 P 1                                   226.44
                                                   TOT        P1                    203.29          794.25
                                                   TOT        N1                    850.38          850.48
                                                ** JOB TOTALS **          **      1,053.67  **    1,644.73  **

             0016490000063081 CONT NO        FA PROJ NOS RP0000S016 100                                          STATE
                                   336   1953      296     00 N 9                   493.17CR      1,168.17CR
                                   336   1953      298     00 N 9                   121.59          796.59
                                   336   1953      299     00 N 9                   371.58          371.58
                                   336   1953      901     00 P 1                      .90          571.09
                                   336   1953      901     00 N 1                      .90CR        283.07
                                   336   1953      905     00 P 1                                    86.65
                                   336   1953      914     00 P 1                                   227.36
                                                   TOT        P1                       .90          885.10
                                                   TOT        N1                       .90CR        283.07
                                                ** JOB TOTALS **          **                **    1,168.17  **

             0016490000063081 CONT NO 0000   FA PROJ NOS M   885001 100                                          STATE
                                   336   1960      296     00 N 9 Tr St             115.96       31,124.86CR
                                   336   1960      298     00 N 9   Fed             115.96CR     31,124.86
                                   336   1960      901     00 P 1 Proj Mgr                      17,127.10
                                   336   1960      901     00 N 1                    17.22           30.30
                                   336   1960      905     00 P 1 [illegible] Design 113.26CR    10,865.96
                                   336   1960      909     00 P 1 Proj Desc                      2,361.78
                                   336   1960      910     00 P 1 C&E                            1,868.19
                                   336   1960      911     00 P 1 Signing                          448.56
                                   336   1960      913     00 P 1 R/W Liais                        293.24
                                   336   1960      914     00 P 1                    17.90CR        442.70
                                   336   1960      920     00 P 1 Eng. Sec.                        129.69
                                   336   1960      921     00 P 1 Specs                          2,515.14
                                   336   1960      922     00 P 1 Adm Serv            3.96CR         29.47
                                   336   1960      923     00 P 1 Env. Sec.                        206.92
                                                   TOT        P1                    135.20CR     36,288.76
                                                   TOT        N1                     17.22           30.30
                                                ** JOB TOTALS **          **        117.98CR**   36,319.06  **

             0016490000063081 CONT NO        FA PROJ NOS M   560001 100                                          STATE
                                   336   1962      296     00 N 9                                 4,974.42CR
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336-2513

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STA UCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 5/16/79

TO 10/31/82

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) XX

FEDERAL AID PROJECT NO.

M-5885(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$8,675.02	$8,675.02	88.15%	$7,647.03	$7,647.03	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 12/10/82 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Middlebrook-Pacific Hwy. West Newberg Yamhill County					
	Type Code ROWA					
	Right of Way (Sta 100+39.41 To Sta. 125+58.56)					
	Right of Way	All Required			$4,870.00	
	Total ROWA Cost					
	Acquisition Expense					
	State	All Required			3,805.02	
	Total Cost				$8,675.02	
	Participating costs are for right of way actually incorporated in the final project and all costs have been previously certified by the Right of Way Engineer.					
	R/W Plans approved by FHWA 5/28/80					
	Prepared based on Participating Costs as shown on Federal Billing as of 12/22/82.					
	AMOUNT CARRIED FORWARD . . .					

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                                                                                     FISCAL          GRAND TOTAL
DESCRIPTION                            PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                                                                                                      2,794.52
                                               TOT      P1            1,726.23        2,794.52        2,794.52 **
                                           ** JOB TOTALS **           1,726.23 **     2,794.52 **

                                                                                                             STATE
MIDDLEBRKST-PACHWYW-NEWBERG   CONT NO    * FA PROJ NOS M   5885002 100                                7,642.69CR
                                336   2513   296     00 N 9  Tr. St                                    7,642.69
                                336   2513   298     00 N 9  " Fed                                       325.00
                                336   2513   401     00 P 1  Land cost                                 4,545.00
                                336   2513   404     00 P 1  Value of Trees, shrubs, etc.                964.23
                                336   2513   407     00 P 1  Appraisals                                   88.15
                                336   2513   412     00 P 1  Title cost & recording Fees               2,305.28
                                336   2513   414     00 P 1  Negotiation Exp.                             19.83
                                336   2513   415     00 P 1  Relocation computation                       28.71
                                336   2513   920     00 P 1  Prog. Sec                                   398.82
                                336   2513   930     00 P 1  engineering . .                           8,675.02
                                             TOT     P1                                                8 675.02 **
                                        ** JOB TOTALS **                       **              **

                                                                                                             STATE
GALES CR-PARSON RD BR         CONT NO      FA PROJ NOS BROS3400007 100                                2,000.00CR
                                434   2535   598     00 N 9                                            2,000.00
                                434   2535   903     00 P 1                                            2,000.00
                                             TOT     P1                                                2,000.00CR
                                             TOT     N9                                                          **
                                        ** JOB TOTALS **                       **              **

                                                                                                             STATE
SPRR XING NEWBERG-DUNDEE RD   CONT NO      FA PROJ NOS RRO 000S037 100                  1.95
                                436   2514   407     00 P 1                             1.95                     **
                                             TOT     P1                                 1.95 **
                                        ** JOB TOTALS **                       **

                                                                                                             STATE
                              CONT NO      FA PROJ NOS                                                43,052.44CR
                                503   2520   296     00                                               43,052.44
                                503   2520   297     00
                                             TOT     00                                                          **
                                        ** JOB TOTALS **                       **              **

                                                                                                             STATE
MOLLALA RV GOODS BR CANBY RD  CONT NO    * FA PROJ NOS RS   A882001 100                              17,692.86CR
                                503   2523   296     00 N 9                                           17,692.86
                                503   2523   298     00 N 9                                            9,000.00
                                503   2523   401     00 P 1                                              500.00
                                503   2523   403     00 P 1                                            3,000.00
                                503   2523   405     00 P 1                                            2,475.00
                                503   2523   407     00 P 1                                              338.96
                                503   2523   409     00 P 1                                                 .60
                                503   2523   411     00 P 1
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OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

01/20/83

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2#	TQM -4645-002 APPR-124	11,608.00	13,529.14	13,529.14	85.80	11,608.00	11,608.00		
331-2509		PREFIX TOTALS	25,013.14	29,203.88	29,152.85		25,013.14	25,013.14		
333-2510	1#	M -4031-002 APPR-W32	63,026.54	69,349.18	71,474.87	88.18	63,026.54	63,026.54		
334-2526	1	M -0000-011 APPR-W36	101,500.00	117,003.85	117,020.91	88.10	103,095.42	101,500.00	1,595.42 B	
334-2533	1	X10 -9088-003 APPR-772	660,025.00	786,412.37	785,805.93	85.00	667,935.04	650,997.40	7,910.04 B	9,027.60
334-2538	1	X10 -9088-004 APPR-580	506,345.00	123,158.84	122,970.81	85.00	104,525.19	69,935.34		34,589.85
334-2540	1	X10 -9022-007 APPR-580	238,000.00	4,069.52	4,069.52	85.00	3,459.09	2,036.69		1,422.40
336-2513	1	M -5885-002 APPR-W32	7,647.03	8,675.02	8,675.02	88.15	7,647.03	7,647.03		
434-2535	1	BROS-3400-007 APPR-117	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
	9			2,000.00-						
434-2535		PREFIX TOTALS	2,000.00		2,000.00		2,000.00	2,000.00		
436-2514	1	RRO -000S-037 APPR-685				100.00				
	9									
436-2514		PREFIX TOTALS								
503-2523	1#	RS -A882-001 APPR-075	17,692.86	21,673.77	20,621.05	85.80	17,692.86	17,692.86		
504-2518	1#	RS -A737-001 APPR-075	2,214.21	2,511.01	2,511.01	88.18	2,214.21	2,214.21		
508-2505	1#	RS -A301-002 APPR-075	29,162.93	33,072.05	33,072.05	88.18	29,162.93	29,162.93		
514-2509	1#	RS -B428-001 APPR-075	7,531.03	9,042.83	8,777.43	85.80	7,531.03	7,531.03		
517-2513	1	RS -A323-001 APPR-075	440.00	1,172.54	1,172.54	85.80	1,006.04	440.00	566.04 B	
517-2517	1	BRS -A335-002 APPR-118	2,400.00	1,344.04	1,344.04	80.00	1,075.23	1,075.23		
522-2511	1#	RS -A496-002 APPR-075	6,108.08	7,810.85	7,810.85	78.20	6,108.08	6,108.08		
522-2514	1	RS -A483-002 APPR-075	128,390.00	166,067.91	148,653.13	88.18	131,082.33	128,390.00	2,692.33 B	
527-2509	1#	RS -A557-001 APPR-075	4,553.65	5,307.28	5,307.28	85.80	4,553.65	4,553.65		
527-2511	1	RS -A515-001 APPR-075	5,728.00	6,154.16	6,154.16	88.15	5,424.89	5,424.89		
534-2530	1	RS -A685-002 APPR-075	159,110.00	33,849.21	33,735.13	88.15	29,737.52	29,737.52		
536-2511	1	RS -A696-001 APPR-075	21,156.00	27,484.48	27,373.35	85.80	23,486.33	21,156.00	2,330.33 B	

236-1085

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 2/6/80
TO 11/15/82

FEDERAL AID PROJECT NO.
M-5885(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
124	$ 33,074.54	$ 33,026.64	88.15%	$ 29,112.98	$ 29,112.98	$ 0.00
124	416,208.74	389,164.90	88.15%	343,048.86	343,048.86	0.00
	$449,283.28	$422,191.54	88.15%	$372,161.84	$372,161.84	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/8/83

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Middlebrook St.-Pacific Hwy. West (Newberg) Section City Street in Yamhill County					
	Construction Type Code 6105 Roadway (Sta. 100+50 To Sta. 125+50)					
	Formal Contract Payment Summary	Lump	Sum		$364,008.40	
SFO	#1 Permanent Pavement Striping (State)	All	Required		1,040.82	
SFO	#2 Relocate and adjust City of Newberg water line facilities (City of Newberg)	All	Required		753.72	
SFO	#4 Permanent Signing (State)	All	Required		462.57	
SFO	#5 Check deflection of road base with Benkelman Bean (State)	All	Required		819.36	
	Total Participating Construction				$367,084.87	
	Construction Engineering State	All	Required		55,062.73	
	Misc. Project Cost EEO Monitoring Expense	All	Required		43.94	
	Total Participating Project Cost				$422,191.54	
	Nonparticipating Project Cost Formal Contract Payment Summary	Lump	Sum		$ 7,497.40	
	Interest on Final Payment	All	Required		206.79	
	EEO Monitoring Expense	All	Required		1.36	
	Construction Engineering	All	Required		14,285.46	
SFO	#1 Permanent Pavement Striping (State)	All	Required		44.19	
SFO	#2 Relocate and adjust City of Newberg water line facilities	All	Required		23.31	
SFO	#3 Install loop detector on Springbrook St. (State)	All	Required		4,984.50	
SFO	#4 Permanent Signing (State)	All	Required		23.39	
	Base with Bendelman Bean (State)	All	Required		25.34	
	Total Nonparticipating Project Cost				$ 27,091.74	
	Total Project Cost				$449,283.28	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/1/83.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YPS BEG	END
			TOT	P1	97,456.53	489,581.31	626,894.41		
			TOT	P8	1,886.69	7,336.60	11,070.50		
			TOT	N1	8.14	46.63CR	1,023.20		
			TOT	N8		4.56CR	63.72		
			** JOB TOTALS **		99,351.36 **	496,866.72 **	639,051.83 **		
SW MURRAY BLVD-SW MAIN ST	CONT NO 9686	FA PROJ NOS X10 9088006			95		X10 9088006	05 STATE	
	334	1091	201	00 P 1	21,959.37	86,417.37	86,417.37	83	83
	334	1091	204	00 P 1	1,043.07CR	4,104.83CR	4,104.83CR	83	83
	334	1091	204	00 P 8	54.90CR	216.04CR	216.04CR	83	83
	334	1091	295	00 N 9		11,096.15	11,096.15	83	83
	334	1091	296	00 N 9	18,039.03CR	82,311.82CR	82,311.82CR	83	83
	334	1091	298	00 N 9	18,039.03	71,215.67	71,215.67	83	83
	334	1091	900	00 P 1	1,227.62	1,664.26	1,664.26	83	83
	334	1091	900	00 P 8	41.98	52.04	52.04	83	83
	334	1091	911	00 P 1		42.91	42.91	83	83
	334	1091	920	00 P 1		72.82	72.82	83	83
	334	1091	920	00 P 8		3.83	3.83	83	83
	334	1091	940	00 P 1	19.00	19.00	19.00	83	83
	334	1091	940	00 P 8	1.00	1.00	1.00	83	83
	334	1091	941	00 P 1	946.63	1,078.13	1,078.13	83	83
	334	1091	941	00 P 8	49.83	56.75	56.75	83	83
	334	1091	942	00 P 1		23.37	23.37	83	83
	334	1091	942	00 P 8		1.23	1.23	83	83
	334	1091	944	00 P 1	497.07	751.29	751.29	83	83
	334	1091	944	00 P 8	26.15	39.53	39.53	83	83
	334	1091	945	00 P 1		43.35	43.35	83	83
	334	1091	945	00 P 8		2.28	2.28	83	83
	334	1091	948	00 P 1	12.18	627.90	627.90	83	83
	334	1091	948	00 P 8	.64	9.05	9.05		
			TOT	P1	23,618.80	86,635.57	86,635.57		
			TOT	P8	64.70	50.33CR	50.33CR		
			** JOB TOTALS **		23,683.50 **	86,585.24 **	86,585.24 **		
MIDDLEBROOK ST-PACIFIC W	CONT NO 9100 *	FA PROJ NOS M	5885003	88 M	5885003		M 5885003	09 STATE	03
	336	1085	201	00 P 1	4,656.00CR	4 656.00CR	337,446.07	80	83
	336	1085	201	00 P 8			26,562.33	80	81
	336	1085	201	00 N 1	70.00	70.00	70.00	83	83
	336	1085	201	00 N 8	417.96CR	417.96CR		81	83
	336	1085	201	00 N 9	5,003.96	5,003.96	7,427.40	80	83
	336	1085	206	00 N 1			151.98	81	83
	336	1085	206	00 N 8			19.61	83	83
	336	1085	206	00 N 9			6.20	83	83
	336	1085	220	05 P 1			743.24	81	83
	336	1085	220	05 P 8			76.02	83	83
	336	1085	220	05 N 1			35.34	83	83
	336	1085	270	01 P 1			944.25	80	[illegible]

9 Stat

9 State Portion

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS NOVEMBER 1983

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	336	1085	270	01	P 8 SFO#1			96.57	83	83
	336	1085	270	01	N 8 " "			9.00	80	80
	336	1085	270	~~01~~	~~N 9~~			35.19	80	83
	336	1085	270	~~03~~	~~N 1~~			4,934.50	80	83
	336	1085	270	04	P 1 SFO#4			419.65	80	83
	336	1085	270	04	P 8 "			42.92	83	83
	336	1085	270	04	N 1			7.99	80	83
	336	1085	270	04	N 8			.82	83	83
	336	1085	270	~~04~~	~~N 9~~			14.58	83	83
	336	1085	285	02	P 1 SFO#2			683.79	81	83
	336	1085	285	02	P 8 "			69.93	83	83
	336	1085	285	~~02~~	~~N 9~~			23.31	83	83
	336	1085	295	00	N 9 Tr. City			20,400.00	80	80
	336	1085	296	00	N 9 st			397,281.74CR	80	83
	336	1085	298	00	N 9 Fed			376,881.74	80	83
	336	1085	900	00	P 1 Const Engr	1,792.04	1,792.04	47,010.56	80	83
	336	1085	900	00	P 2	2,490.44CR	2,490.44CR		83	83
	336	1085	900	00	P 8			5,982.78	80	83
	336	1085	900	00	N 1	698.40	698.40	12,201.24	80	83
	336	1085	900	00	N 8			19.47	80	82
	336	1085	900	~~00~~	~~N 9~~			2,000.74	80	82
	336	1085	920	00	P 1 Prel Sec			101.39	80	80
	336	1085	920	00	P 8			10.38	80	80
	336	1085	920	~~00~~	~~N 9~~			3.45	80	80
	336	1085	940	00	P 1			777.97	81	83
	336	1085	940	00	P 8			79.56	81	83
	336	1085	940	~~00~~	~~N 9~~			26.52	81	83
	336	1085	944	00	P 1			412.63	81	81
	336	1085	944	00	P 8			42.20	81	81
	336	1085	944	~~00~~	~~N 9~~			14.07	81	81
	336	1085	945	00	P 1			574.35	81	82
	336	1085	945	00	P 8			58.74	81	82
	336	1085	945	~~00~~	~~N 9~~			19.59	81	82
	336	1085	948	00	P 1			11.04	81	83
	336	1085	948	00	P 8			1.13	83	83
	336	1085	948	00	N 1			.38	83	83
	336	1085	985	00	P 1			39.86	80	80
	336	1085	985	00	P 8			4.08	80	80
	336	1085	985	~~00~~	~~N 9~~			1.36	80	80
			TOT	P1		2,863.96CR	2,863.96CR	389,164.90		
			TOT	P2		2,490.44CR	2,490.44CR			
			TOT	P8				33,026.64		
			TOT	N1		768.40	768.40	17,471.43		
			TOT	N8		417.96CR	417.96CR	47.90		
			TOT	N9		5,003.96	5,003.96	9,572.41		
			** JOB TOTALS **			**	**	449,283.28 **		
SPTC XING BOOTH BEND RD(MCMIN CONT NO			FA PROJ NOS PRS 4420001 100						STATE	
	336	1088	205	00	P 1		6,234.43		[illegible]	[illegible]

```
                                               OREGON  STATE  HIGHWAY  DEPARTMENT             11 12 84
601                                                  FHWA  BILLING  VOUCHER                               PAGE  44
BILLING NUMBER 25
                                                                             %                                              ADJUSTMENT     AMOUNT OF
 PREFIX  GRP FED AID PROJ      AGREEMENT    TOTAL COSTS    PARTIC.          OF      FEDERAL        AMOUNT        AND CODE     THIS VOUCHER
          FL   APPR             AMOUNT        TO DATE       AMOUNT       PARTIC.     SHARE     PREV. CLAIMED

334-1068 1  ERGS-2400-002       89,897.00    119,492.70    119,467.15    80.00     95,573.72     89,887.00     5,686.72 E
               APPR-117
         2  SOS -2400-002       99,034.00    114,242.49    114,216.94    85.77     93,043.64     93,041.28                        2.36
               APPR-680
         8  X10  0000-041                         16.67         16.67
               APPR-772
334-1068    PREFIX TOTALS      188,931.00    233,751.86    233,700.76              188,617.36    182,928.28     5,686.72          2.36
334-1072 1  X10 -9043-003      903,558.96   1063,382.31   1066,424.80    85.00    906,461.08    903,558.96     2,902.12 E
               APPR-772
         2  X1  -9043-003      268,166.04    315,489.46    315,489.46    85.00    268,166.04    268,166.04
               APPR-323
         8  X10 -9043-003       21,300.00     25,114.47     25,099.18    85.00     21,334.30     21,295.40        34.30 E        4.60
               APPR-772
334-1072    PREFIX TOTALS     1193,025.00   1403,986.24   1407,013.44             1195,961.42   1193,020.40     2,936.42          4.60
334-1076 1  X10 -9088-005      791,316.00    935,641.36    999,692.67    85.00    849,738.62    791,316.00    58,422.62 E
               APPR-580
         8  X10 -9088-005       12,000.00     14,055.54     14,051.95    85.00     11,944.18     11,938.45                        5.73
               APPR-590
334-1076    PREFIX TOTALS      803,316.00    949,696.90   1013,744.62              861,682.80    803,254.45    58,422.62          5.73
334-1081 1  X10 -9043-004      206,539.00    271,234.47    270,901.32    85.00    230,266.56    206,539.00    23,727.56 E
               APPR-580
334-1085 1  X10 -9326-012      820,623.00    698,720.14    697,692.80    85.00    593,043.98    592,002.92                    1,041.06
               APPR-580
         8  X10 -9326-012       25,400.00     11,994.46     11,920.74    85.00     10,132.63     10,066.17                       66.46
               APPR-590
334-1085    PREFIX TOTALS      846,023.00    710,714.60    709,613.54              603,176.61    602,069.09                    1,107.52
334-1090 1  PRP -0005-035       80,605.00                                90.00
               APPR-139
334-1091 1  X10 -9088-006      765,116.00    192,369.49    192,369.49    85.00    163,514.07    163,289.92                      224.15
               APPR-178
         8  X10 -9088-006       40,200.00       167.78-       167.78-    85.00        142.61-       152.35-                      9.74
               APPR-178
334-1091    PREFIX TOTALS      805,316.00    192,201.71    192,201.71              163,371.46    163,137.57                      233.89
336-1085 1# M   -5885-003      343,048.86    406,636.33    389,164.90    88.15    343,048.86    343,048.86
               APPR-124
         2# M   -5885-003                                                88.15
               APPR-W32
         S# M   -5885-003       29,112.95     33,074.54     33,026.64    88.15     29,112.95     29,112.95
               APPR-124
         9#                                    9,572.41

336-1085    PREFIX TOTALS      372,161.81    449,283.28    422,191.54              372,161.81    372,161.81
336-1093 1  PPS -4420-001       69,598.00     68,306.45     68,306.45    90.00     61,475.81     61,475.81
               APPR-138
336-1099 1  PRP -0005-034       73,899.00     68,376.30     68,432.36    90.00     61,588.35     61,588.35
               APPR-139
```

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ROW 18-4

February 5, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE, Suite 100
Salem, OR 97301

NOTED
E. S. HUNTER

Water Facilities Relocation
City of Newberg
Middlebrook St.-Pacific Hwy. W.
(Newberg) Section
Springbrook Street (FAU-5885)
Yamhill County
Project No. M-5885(3)

Dear Mr. Green:

Here is a copy of an estimate of cost to adjust the City of Newberg's water facilities, dated December 19, 1979.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for accomplishing the relocation of utilities on this project. The relocation agreement will, therefore, consist of the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for utility's proposed relocation won't be issued as the City's facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $870.00.

RECEIVED
TECHNICAL SERVICES
FEB 6'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Yours truly,

D. E. Swan
Operation Programming Engineer

DES/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford

Form 734-3122

1893

CITY C

NEWBERG

414 E. First Street
Newberg, OR 97132

December 19, 1979

REGION 2 ENGINEER
RECEIVED
DEC 20 1979
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Attention: Don Bedford
Department of Transportation
Highway Division, Regional Utility Engineer
2960 E. State Street
Salem, OR 97310

RE: FAU 5885 (Springbrook Street) - Middlebrook St.-Pacific Hwy. West

Dear Don:

In accordance with our agreement at the meeting in November concerning the referenced project, enclosed is an estimate for relocating certain utilities conflicting with the construction. Possibly two or three items were located upon inspection and have been added to the list.

If there are any questions regarding this matter, please contact me at 538-9421.

Very truly yours,

E. A. Heister
Director of Public Works/
City Engineer

EAH:nm

Enclosure

RECEIVED
DEC 21 1979
RR & UTILITY UNIT

RE: FAU 5885 (Springbrook Street) - Middlebrook St.-Pacific Hwy. West

COSTS for Utilities to be relocated or moved.

1.	Adjust 4 valve boxes	$35.00
2.	Raise valve box	15.00
3.	Adjust Valve boxes	30.00
4.	Move hydrant back and adjust valve box	160.00
5.	Move hydrant back and adjust valve box	160.00
6.	Move hydrant back and adjust valve box	160.00
7.	Adjust valve box	30.00
8.	Adjust valve box	30.00
9.	Adjust valve box	30.00
10.	Adjust valve box	30.00
11.	Move hydrant back and adjust valve box	160.00
12.	Adjust valve box	30.00
	Estimated Total	$870.00

Math Ⓡ

Repair of broken valve boxes will be an extra.

APPROVED Date 12/26/79 ON Actual cost basis

[illegible] WITH

[illegible]

R L Evans

County Auditor

Asst. Controller

Newberg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 28, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening February 28, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. M-5885(3) Highway No. 736

Federal-aid Project Name Middlebrook St.-Pacific Hwy. West (Newberg)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[ ] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[X] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[X] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

REFERRED TO
____ Beard ____ Stoudenmeyer
✓ Cole ____ Sample
____ Eriksen ____ Watson
____ Hager ____ Dorn ____ Lou
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

RJH:jk

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

1W

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 1/28/80

Donald L Rout

Feb. 28, 1980 Bid Letting ______________ All Clear Deadline

SECTION Middlebrook St. - Pacific Hwy. West

Highway M-5885 (-), Springbrook City St.

County Yamhill Region 2

Type of Work G.P. Sign Funds FAUS

State __ Consultant __ Plans Avail. __ Yes __ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

OREGON STATE HIGHWAY D[illegible]SION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section 12-18-79

Highway # 736

Prefix 336-1960

Subject: Federal Aid Project No. M-5885(1)
Project Name Middlebrook St. - Pacific Hwy. West (Newberg)
Springbrook St.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way New right of way acquired by OSHD staff-

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________, Oregon, this _____ day of __________, 19__

City of ________________________

Certified By:

Regional Right-of-Way Supervisor
Date 12/18/79

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 11, 1979

In Reply Refer to
File No.:
PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80251
Project No. M-5885(3)
Middlebrook St.-Pacific Hwy. West (Newberg) Sec.
Yamhill County

Attached support data consists of PR-1 forms and project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on February 28, 1980.

Copies of the State and District 3 Clearinghouse A-95 review comments have been previously forwarded.

DRH:fkc
Attachments

cc: C. D. Fredrickson
G. Zehner w/att.

Form 734-3122

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

December 11, 1979

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St.,Jct. 1W, N. to Middlebrook(Newberg)	ADT	PRESENT 1,300	FUTURE (66) (70) 5,000	YEAR (71) (72) 99	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Gr.,Dr., and HT Surf.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 5885

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Yamhill				CO
	NAME OF URBAN AREA 17-31 Newberg	ROUTE NO. U	FEDERAL-AID 5885 (32)	STATE City St. (36)	U.S. (37) --	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15)	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6105		"Middlebrook St.- Pacific Hwy. West (Newberg) Sec."	0.5	550,000	484,800	32,600	32,600

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.5	550,000	484,800	32,600	32,600
1	14	PROGRAM APPROVAL DATES 10-4-79			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item No. 8025
Nos. M-5885 (

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

December 11, 1979

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t.,Jct. 1W, N. to Middlebrook(Newberg) 65		1,300	5,000 (66) (70)	99 (71) (72)	10	Oregon	41 (2) (3)	W32 (4) (9)	80251 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
. 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 5885	(3) 13	(24) (26)	27

rban System

Newberg

COUNTY NAME: Yamhill

CODE: 071 (16)

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. U

FEDERAL-AID: 5885 (32)

STATE: City St. (36)

U.S.: (37) -- (41)

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15)	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W								
ST		"Middlebrook St.- Pacific Hwy. West (Newberg) Sec."	0.5	550,000	484,800	32,600	32,600	ROW-80' min.; Access Control - none Parking Restrictions- partial.
DRH		PROJECT TOTALS	0.5	550,000	484,800	32,600	32,600	
				(16) (23)	(24) (33)			

AL DATES 10-4-79

REMARKS

Additional Data: Item No. 80251; Project
Nos. M-5885 (1) & (2)

-over-

Middlebrook St.-Pacific Hwy. West(Newberg) Section
Project No. M-5885(3)

Project Data: The work for this project is widening the existing facility which consists of grade, drain and high-type surface of a 44-ft curbed roadway section providing 2-12 travel lanes with 10-ft parking and 5-ft sidewalks both sides, utility adjustments as required and incidental work common to this type of project.

Note: 1) This project is in Congressional District No. 1.

2) Included in 9/79 SOCL page 12 line 7 and in FY '80 preliminary 6-yr HIP, page 108.

9100

2

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-5885(1)

STATE PROJECT NO. See below

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 80251

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO
FOR

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-20-79

FEDERAL ROUTE NUMBER FAU 5885

STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Middlebrook Street - Pacific Hwy West (Newberg)

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-26-79 I approve the revised preliminary engineering costs to a TEC of $37,000 with Federal participation limited to $31,725.

(Increase TEC $16,900 FF $14,495)

DATE 11-20-79

SIGNATURE OF APPROVING OFFICIAL G. K. Horner

TITLE for Division Administrator

RM PR-1240
.V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
NOV 13 1979
CITY OF NEWBERG, ORE.
OFFICE OF RECORDER

REGION 2 ENGINEER
RECEIVED
NOV 19 1979
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

November 9, 1979

N.C. Gilbert
Newberg City Hall
414 E. First Street
Newberg, Or 97132

Subject: Signing Plans
Middlebrook Street
Pacific Hwy W (Newberg)
Section
FAU 5885 (Springbrook St)
Yamhill County

Dear Mr. Gilbert:

Attached are two sets of preliminary plans for the subject project for your review and comments. Please sign the appropriately stamped set of plans and return one set to this office together with your comments and recommendations. Your early recommendations would be appreciated.

Sincerely,

Dennis Billings

Dennis Billings
ASSISTANT REGION 2
TRAFFIC ENGINEER

DB/mdd

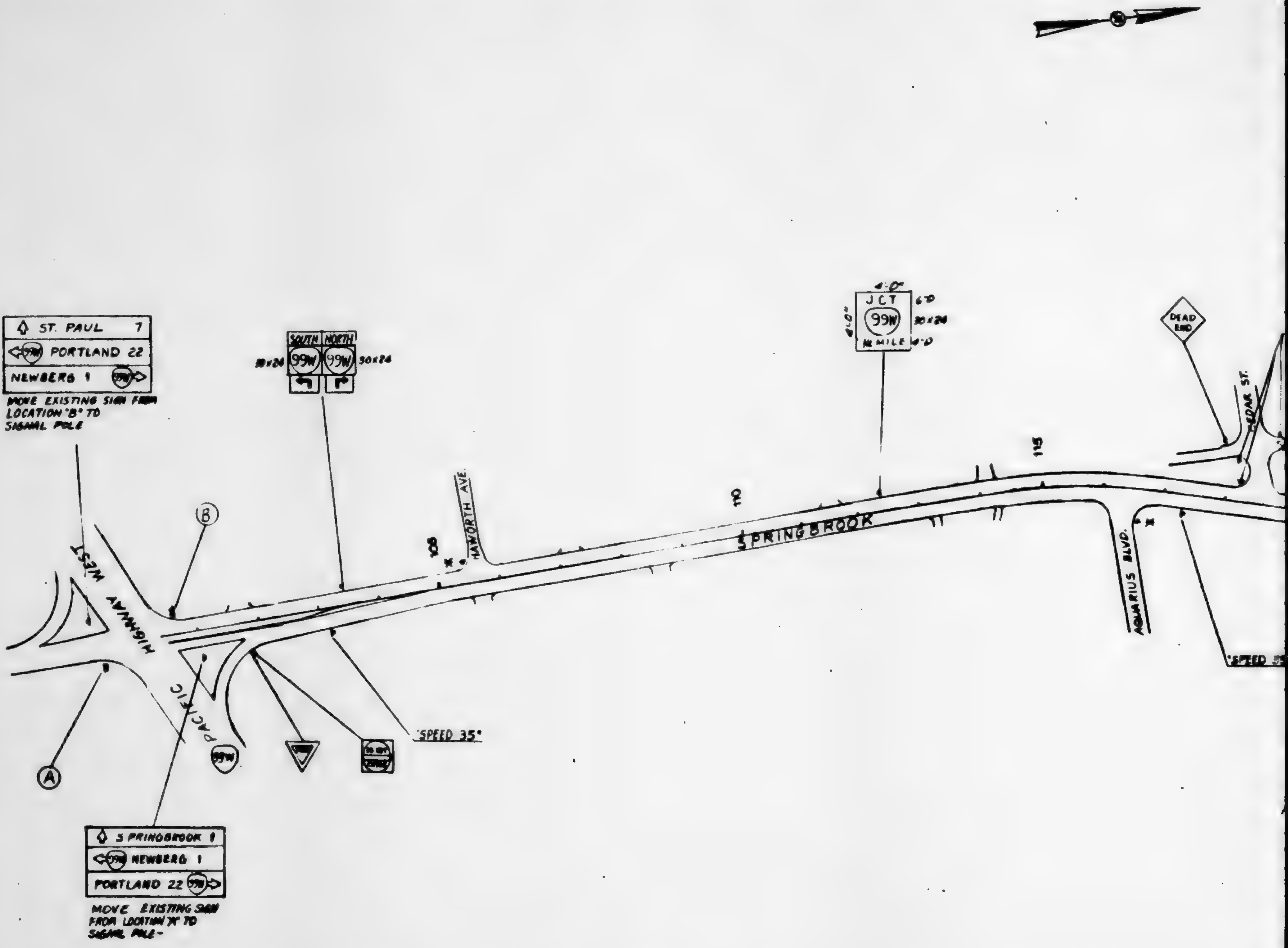
Attch.

cc: Rick Kuehn
Warren Mueller

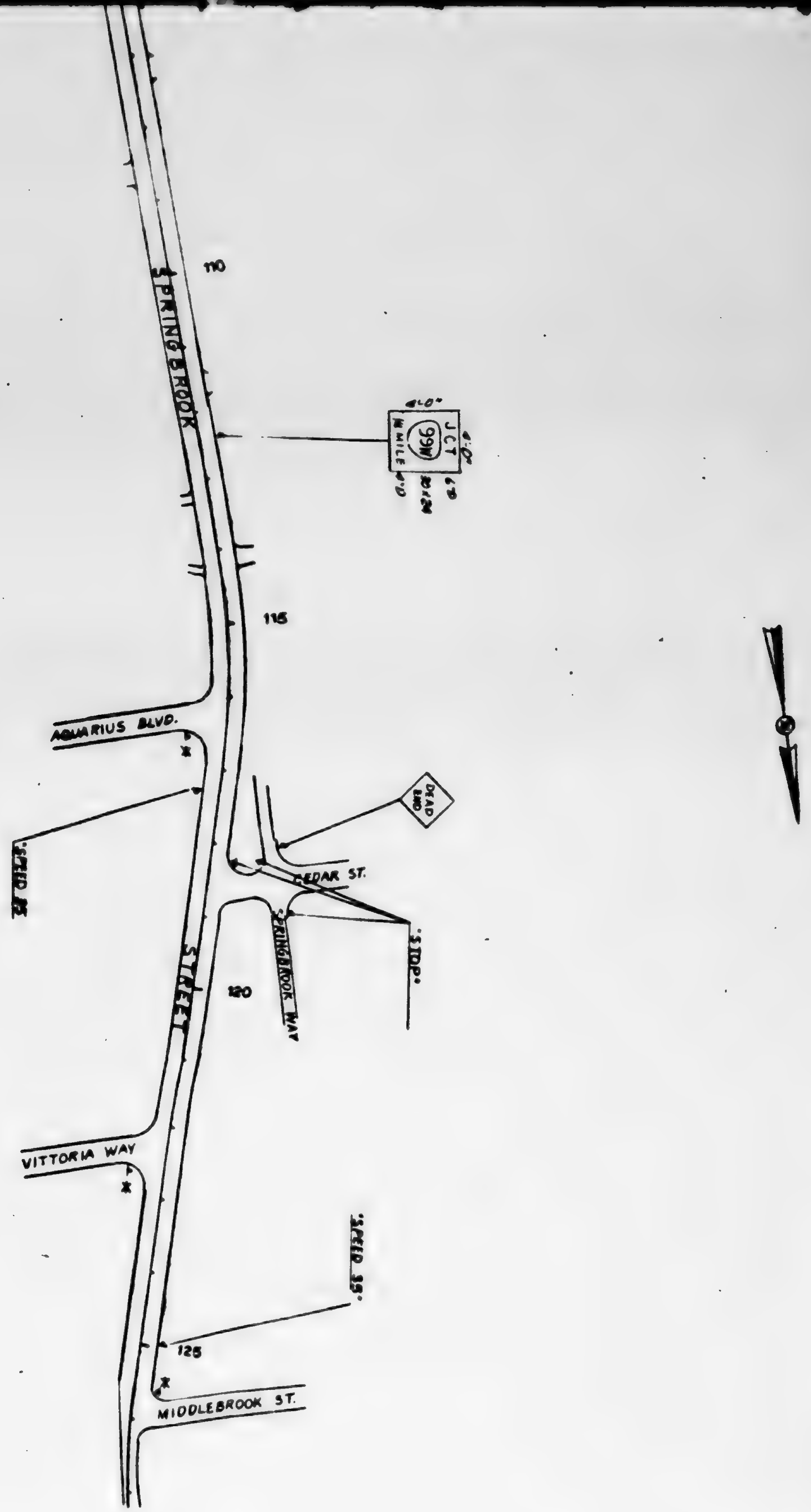
PLE

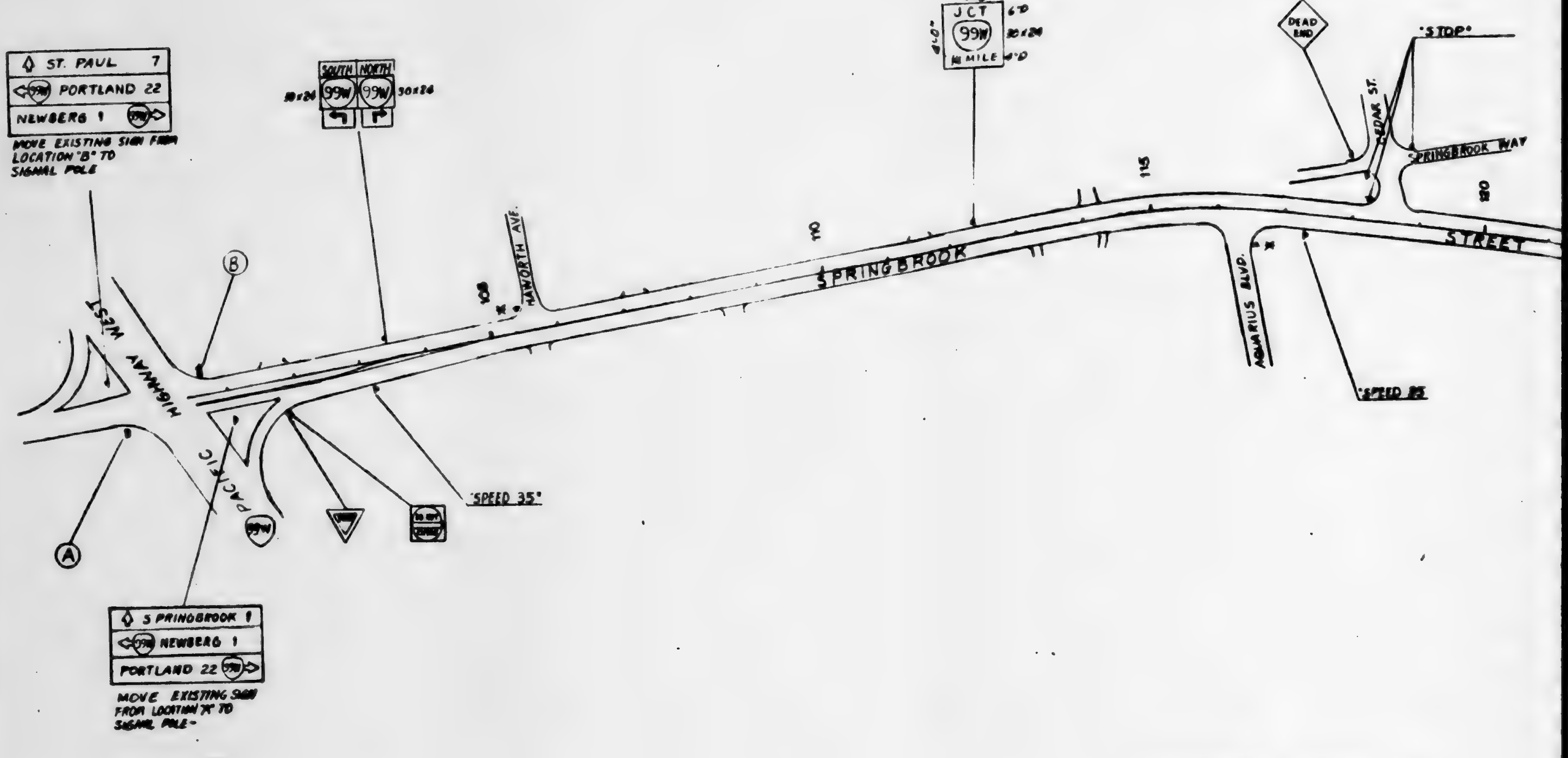
FOR ___

M



ST. PAUL 7
99W PORTLAND 22
NEWBERG 1 99W
MOVE EXISTING SIGN FROM LOCATION "B" TO SIGNAL POLE
SOUTH NORTH
99W 99W
30x24 30x24
JCT
99W
¼ MILE
4'-0"
6'-0"
30x24
4'-0"
DEAD END
CEDAR ST.
115
110
108
HAWORTH AVE.
SPRINGBROOK
AQUARIUS BLVD.
"SPEED 35"
B
A
HIGHWAY WEST
PACIFIC
99W
"SPEED 35"
SPRINGBROOK 1
99W NEWBERG 1
PORTLAND 22 99W
MOVE EXISTING SIGN FROM LOCATION "A" TO SIGNAL POLE-


SPRINGBROOK STREET
110
115
120
125
JCT
99W
¼ MILE
4'-0"
AQUARIUS BLVD.
DEAD END
CEDAR ST.
SPRINGBROOK WAY
"STOP"
"SPEED 25"
VITTORIA WAY
"SPEED 35"
MIDDLEBROOK ST.

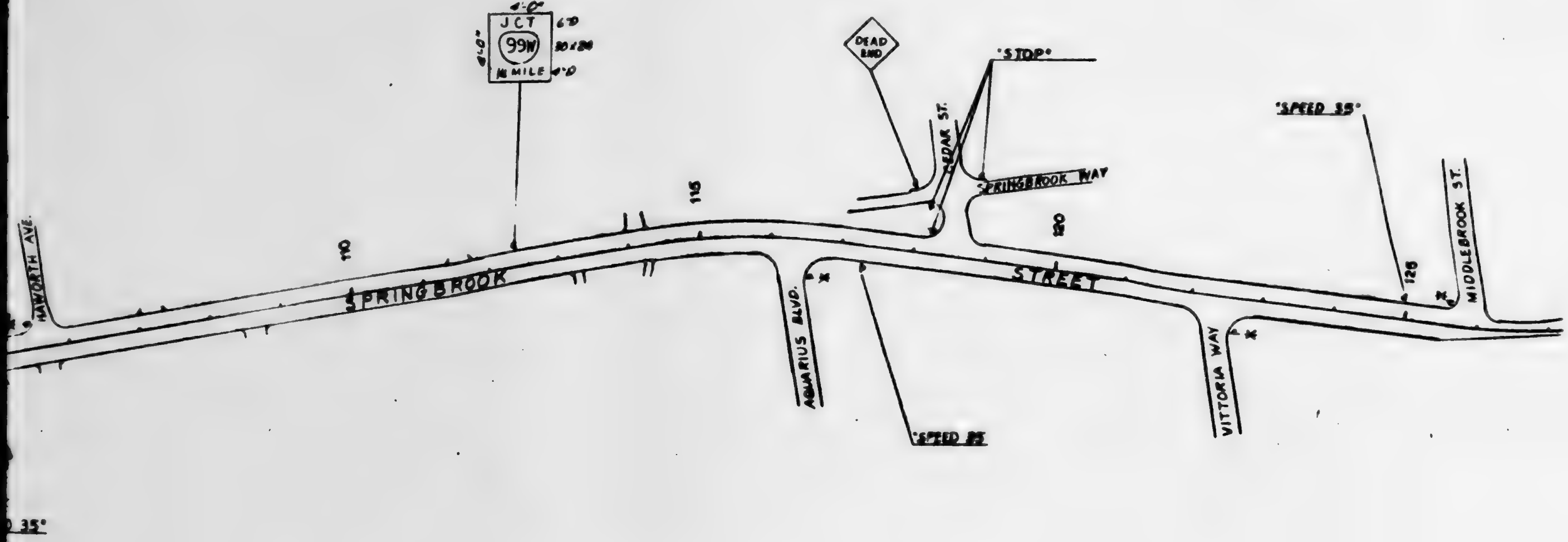

ST. PAUL 7
99W PORTLAND 22
NEWBERG 1 99W
MOVE EXISTING SIGN FROM LOCATION "B" TO SIGNAL POLE
SOUTH 99W
NORTH 99W
30x24
30x24
JCT 99W ½ MILE
4'-0"
4'-0"
6'-0
30x24
4'-0
DEAD END
"STOP"
CEDAR ST.
"SPRINGBROOK WAY
120
115
110
108
B
A
HAWORTH AVE.
SPRINGBROOK
STREET
AQUARIUS BLVD.
"SPEED 25
PACIFIC HIGHWAY WEST
99W
"SPEED 35"
S PRINGBROOK 1
99W NEWBERG 1
PORTLAND 22 99W
MOVE EXISTING SIGN FROM LOCATION "A" TO SIGNAL POLE-

* Existing Sign to Remain in Place.

NOTE: All Street Name Signs Are The Responsibility of The City

CITY A

11 A


4'-0"
JCT
99W
¼ MILE
4'-0"
6"D
30x24
4"D
DEAD END
"STOP"
CEDAR ST.
SPRINGBROOK WAY
"SPEED 35"
MIDDLEBROOK ST.
HAWORTH AVE.
110
115
120
125
SPRINGBROOK
STREET
AQUARIUS BLVD.
"SPEED 35"
VITTORIA WAY
D 35"

* Existing Sign to Remain in Place.

NOTE: All Street Name Signs Are The Responsibility of The City

CITY APPROVAL

11/16/79

DATE

SIGNING PROJECT

MIDDLEBROOK ST.-PACIFIC HWY. WEST(NEWBERG) FAU 5885(SPRINGBROOK ST.) ~ YAMHILL COUNTY			
Action	Date	Signature	Title
Submitted	10-31-79		Traffic Control Engr.
Approved	11-1-79		Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			"

1-W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Spetember 27, 1979

REFERRED TO
Beard ✓ Cole W.E.C. FILE:
Eriksen
Hager
Stoudenmeyer
Sample
Watson
Leu
Dorn
Return [✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FROM: Loren A. Weber
Region Locational Engineer

SUBJECT: Preliminary Plan Review
Middlebrook St-Pacific Hwy West
Newberg Section
Yamhill County

TO: Files

Attn: W. E. Cole - Final Design
G. W. Wimer - Region 2
Dave Weaver - Region 2
John Irvin - Traffic
Warren Mueller - Region 2
Kerry Dayton - Region Maintenance
Carl Barner- Final Design
Perry Crosley - Region R/W
Ernst Heistor - City of Newberg
Bill Kappus - FHWA

Versteeg
Anderson
1 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 28 1979
ROAD DESIGN SECTION

Cole
Do Not File ☐
Return To
Bring Up / /
Action

A plan review was held in the office of Gerald Wimer on Monday, Septeber 24 at 9:30 a.m. Those in attendance are the ones listed above with the exception of Bill Kappus.

A number of items were discussed, probably the most important was the desire to combine the signal portion of the contract with the general work with a February letting desired. This has the advantage of having one contractor responsible for the work such that early installation of the traffic signal may be accomplished. This is needed since it is anticipated the shopping center will generate a large volume of traffic which needs control as soon as possible.

This may be accomplished by requiring that the grading of the intersection of 99W and Springbrook Road be done early such that the layout will be ready for the signal installation. A 90-day time limit was proposed.

Another item to expedite the work will be that the state will order the poles as soon as a design may be worked out as to the size. These will then be furnished to the contractor to install.

The early letting date of February was reviewed with Perry Crosley of R/W who felt they were far enough along that this would be possible.

Traffic staging was reviewed. In general, the project will be closed to "through" traffic. This may be done by the use of Deborah Street on the west and Victoria Way on the east. There will be the necessity of keeping the street available for local traffic and that going into the shopping center at the south end.

The proposed method to accomplish this is to place some wording in the lime treated subgrade item. Generally, this will require the contractor to either pave the driving panels to minimum of 2 inches within two days of the lime treatment work or to provide a chip seal at his expense. In any case, areas not covered by one or the other of the above courses must be kept damp for a lime and dust control.

Some specific plan revisions were discussed. The connections on the south side of 99W will be revised. The one on the SW corner will be eliminated as it now exists as this movement may be better accomplished elsewhere to the west. Curbs and walks will be installed at both of these.

On the north side of 99W, the radial returns will be tightened up to 60', which will allow the signal poles to be placed behind the walks rather than in the islands as the present plan would require.

Mr. Heister of the city requested that the connection between Springbrook Way and Springbrook Street, left of Station 118+75± be eliminated and curb runs be continued through the area.

Gerald Wimer asked that consideration be given to changing the flat grade rates of 0.12% to at least a 0.20%. This will be reviewed though it may not be possible from 100 to 105 where the industrial development controls are quite strict.

Another suggestion was to extend a left turn lane to include Haworth Avenue on the west. Mr. Heister decided the city did not feel this was warrented.

The typical section was reviewed and the decision reached to change the paving depths as follows.

The base course would be: 2½" first lift
2" second lift

The top course would be reduced to 1½".

TOTAL: 6 inches

A question posed in the transmittal letter for the plans was whether we preferred to allow commercial A/C mixture or a state mix. We feel that due to the quantity and the problems we are having even with "state controlled" mixes that this project should be controlled rather than commercial.

Finally, an early survey is needed for the signal installation such that the design may be worked up and the poles placed on order as soon as possible as these will be heavier than any the state now has on hand.

1-W

CITY OF

NEWBERG

Newberg, OR 97132

September 25, 1979

Z. Cole

RECEIVED
1979
Do Not File ☐

Department of Transportation
Highway Division
Region 2
2960 E. State Street
Salem, Oregon 97310

Attention: Phillip O. Stearns
Gerald Wimer

Subject: Middlebrook St.-Pacific Hwy West
(FAU 5885 Springbrook St.)

Gentlemen:

In accordance with your request, a signed approval of plans for the subject project is forwarded.

The traffic plan discussed at the meeting of September 24 and to be utilized during construction, i.e., limited access traffic and detour to Deborah Road, is approved by the City of Newberg.

The changes discussed regarding the entrance of Cedar St. through Springbrook Way to Springbrook St. will not be required and entrance as designed should be utilized.

The Manhole Note 8 Sta. 117+60 will be required, except the City is placing a 35x24 arch pipe to replace the 18" and 24" pipe presently in place.

Sorry to cause the confusion. If you have any questions, please contact me.

Very truly yours,

E. A. Heister
Director of Public Works/
City Engineer

EAH:nm
xc: Bill Cole ✓
Carl Barner

REFERRED TO
Beard
✓ Cole
Eriksen
Hager
Stoudamayer
Sample
Watson
File Copy
Due

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Details
2B	Pipe Data
3,4	Plan & Profile

Temp. Protection & Direction of Traffic
will be written into Specifications

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

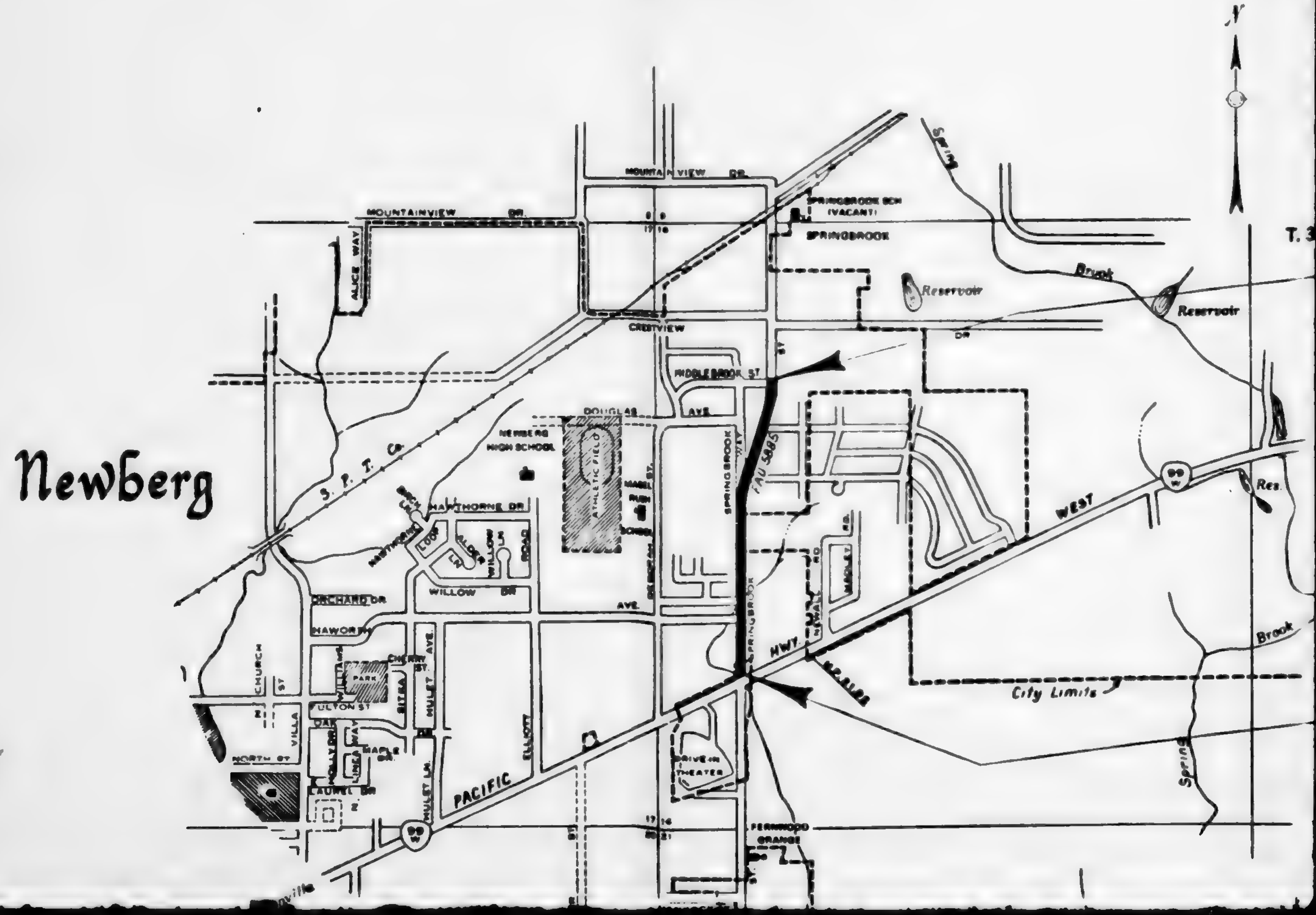
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

MIDDLEBROOK ST. - PACIFIC HWY. WEST (NEWBE

FAU 5885 (SPRINGBROOK ST.)

YAMHILL COUNTY


Newberg
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MOUNTAINVIEW DR.
ALICE WAY
SPRINGBROOK SCH (VACANT)
SPRINGBROOK
Reservoir
Brook
Reservoir
CRESTVIEW
DR
MIDDLEBROOK ST
DOUGLAS AVE
NEWBERG HIGH SCHOOL
ATHLETIC FIELD
SPRINGBROOK WAY
FAU 5885
S. P. T. Co.
HAWTHORNE DR
LOOP
WILLOW LN
ROAD
WILLOW DR
AVE.
ORCHARD DR
HAWORTH
N. CHURCH ST
VILLA
PARK
CHERRY ST
SITKA
HULET AVE
ELLIOTT
FULTON ST
MAPLE
NORTH ST
LAUREL DR
HULET LN
PACIFIC
HWY
WEST
NEWALL RD
HADLEY RD
SPRINGBROOK
DRIVE-IN THEATER
FERNWOOD GRANGE
City Limits
Spring
Brook
Res.
T. 3

APPROVED
CITY OF NEWBERG
BY MAYOR Elvern Hall
BY RECORDER
DATE 9-22-79

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

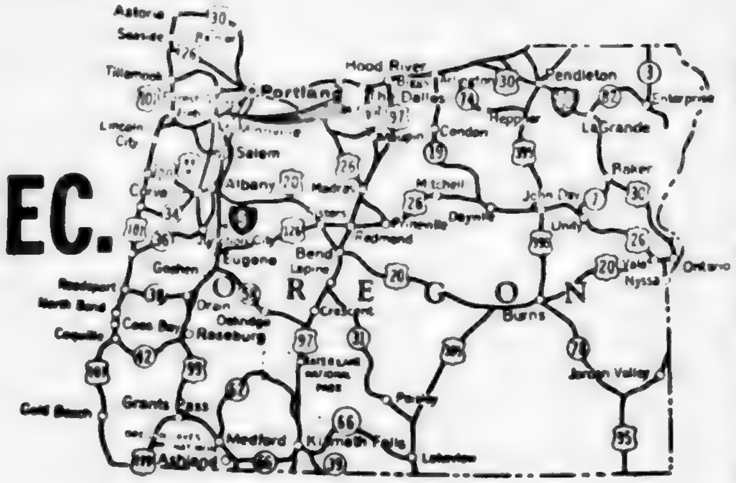
DLEBROOK ST. - PACIFIC HWY. WEST (NEWBERG) SEC.

FAU 5885 (SPRINGBROOK ST.)

YAMHILL COUNTY

PRELIMINARY COPY
SEP 5 1979
SUBJECT TO CHANGE
FINAL DESIGN UNIT

MIDDLEBROOK ST. ~ PACIFIC HWY. WEST (NEWBERG) SEC. FAU 5885 (SPRINGBROOK ST.) YAMHILL COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



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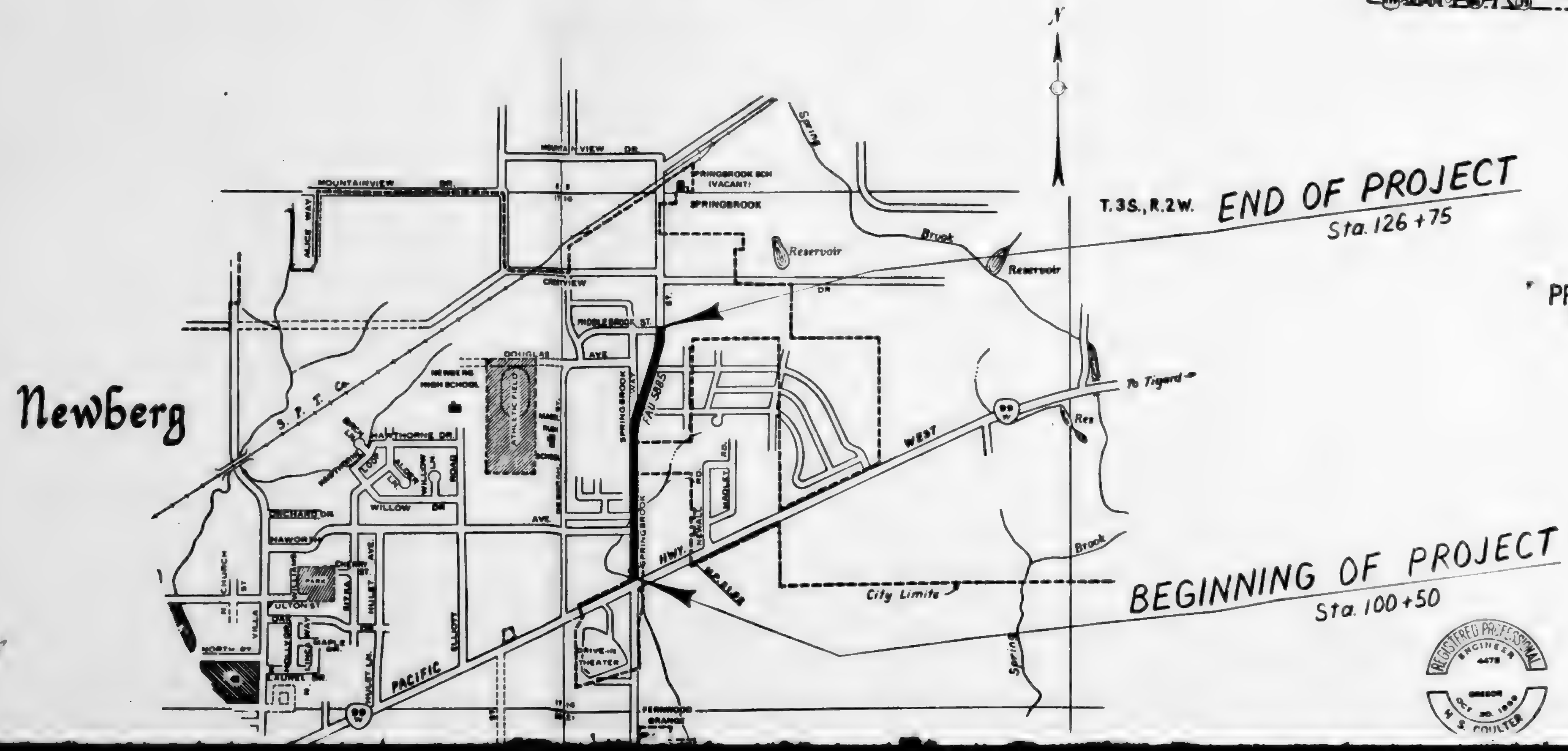
Hood River
The Dalles
Pendleton
Enterprise
La Grande
Salem
Albany
Condon
Heppner
Baker
Corvallis
Eugene
Madras
Bend
Redmond
Prineville
Mitchell
John Day
Unity
Burns
Coos Bay
North Bend
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Paisley
Jordan Valley
Nyssa
Ontario
OREGON



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MOUNTAINVIEW DR.
ALICE WAY
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SPRINGBROOK
Reservoir
Brook
Reservoir
CRESTVIEW DR
MIDDLEBROOK ST.
DOUGLAS AVE
S. P. T. Co.
NEWBERG HIGH SCHOOL
ATHLETIC FIELD
HAWTHORNE DR.
WILLOW DR
ROAD
AVE.
SPRINGBROOK WAY
FAU 5885
WEST
To Tigard
Res
ORCHARD DR
HAWORTH
CHURCH
VILLA
NORTH ST
FULTON ST
SITKA
HULET AVE
HULET LN
ELLIOTT
PACIFIC
HWY.
SPRINGBROOK
NEWALL RD.
HAGLEY RD.
DRIVE-IN THEATER
FERNWOOD GRANGE
City Limits
Spring
Brook
T. 3 S., R. 2 W.
END OF PROJECT
Sta. 126+75
BEGINNING OF PROJECT
Sta. 100+50

PRELIMINARY COPY
SUBJECT TO CHANGE

M. S. COULTER

E. S. HUNTER
MAY 13, 1960

3,4	Plan & Profile

Temp. Protection & Direction of Traffic will be written into Specifications

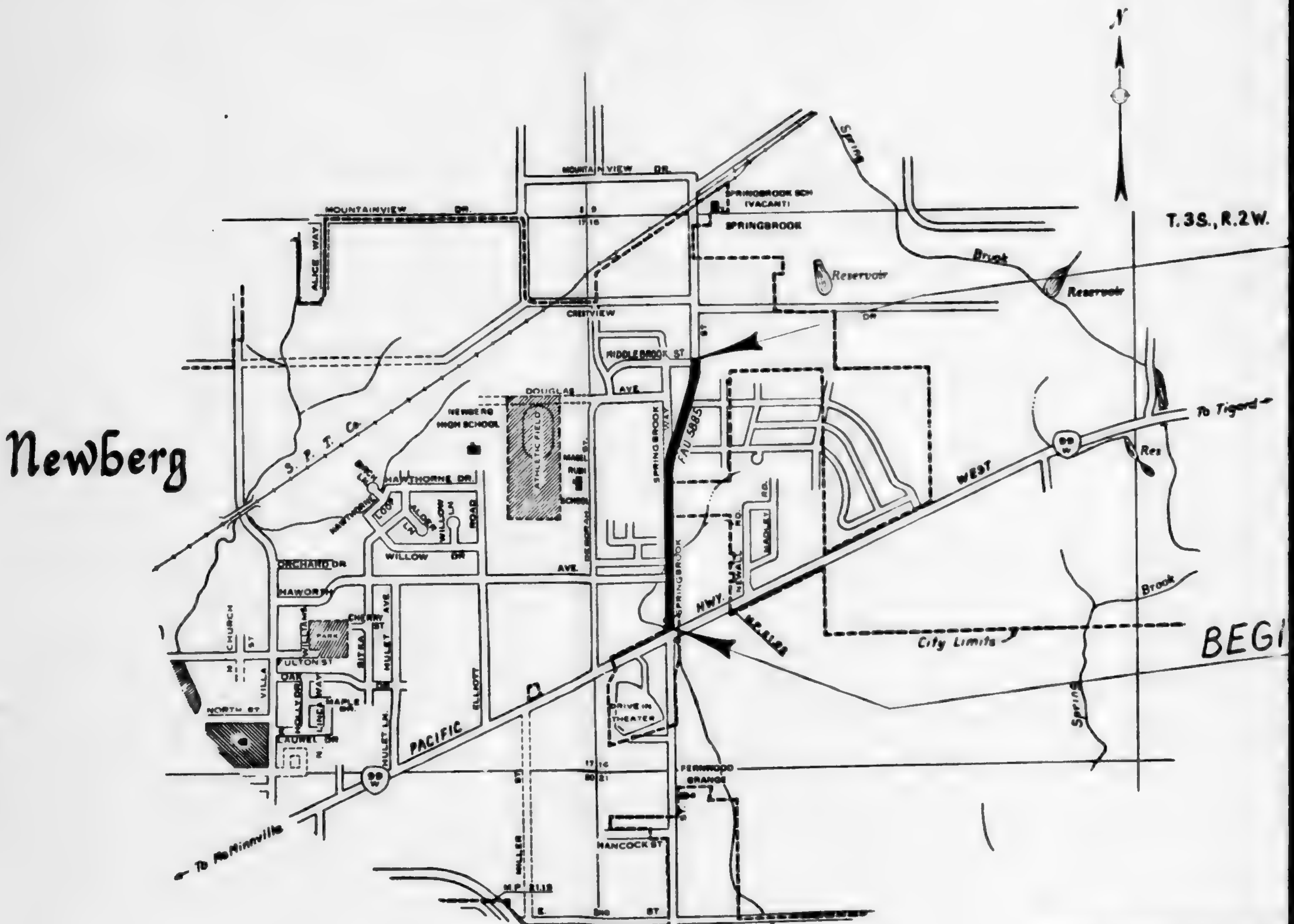
PLANS FOR PROPOSED PROJECT

MIDDLEBROOK ST. - PACIFIC HWY. WEST (NEWBERG

FAU 5885 (SPRINGBROOK ST.)

YAMHILL COUNTY

APPROVED
CITY OF NEWBERG
BY MAYOR Elvern Hall
BY RECORDER
DATE 9-22-79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MOUNTAINVIEW DR.
ALICE WAY
SPRINGBROOK SCH (VACANT)
SPRINGBROOK
Reservoir
Brook
Reservoir
CRESTVIEW
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MIDDLEBROOK ST
DOUGLAS AVE.
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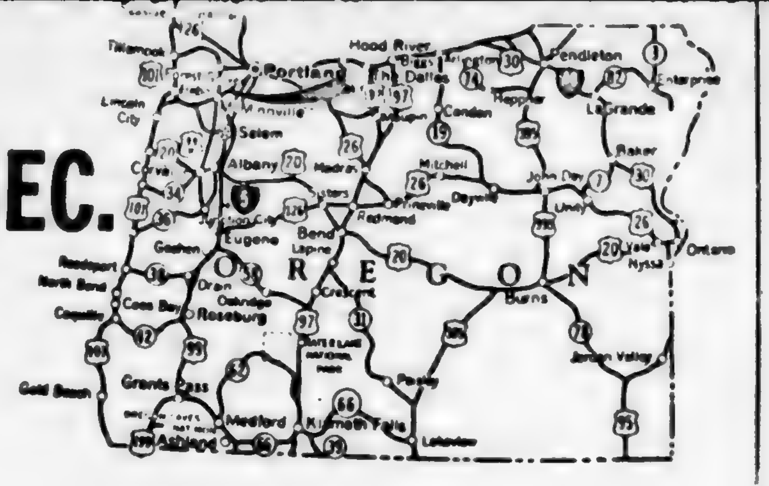
ATHLETIC FIELD
S. P. T. Co.
HAWTHORNE DR.
WILLOW DR
ROAD
ORCHARD DR
HAWORTH
CHURCH ST
VILLA
FULTON ST
NORTH ST
HULET AVE
HULET LN.
ELLIOTT
SPRINGBROOK WAY
FAU 5885
SPRINGBROOK
NEWALL RD.
HADLEY RD.
HWY.
WEST
PACIFIC
To Tigard
Res
City Limits
Spring
BEGI
DRIVE IN THEATER
FERNWOOD GRANGE
HANCOCK ST
MILLER
2ND ST
To McMinnville
99

Sketch Map
Scale 0 800 1600 Feet

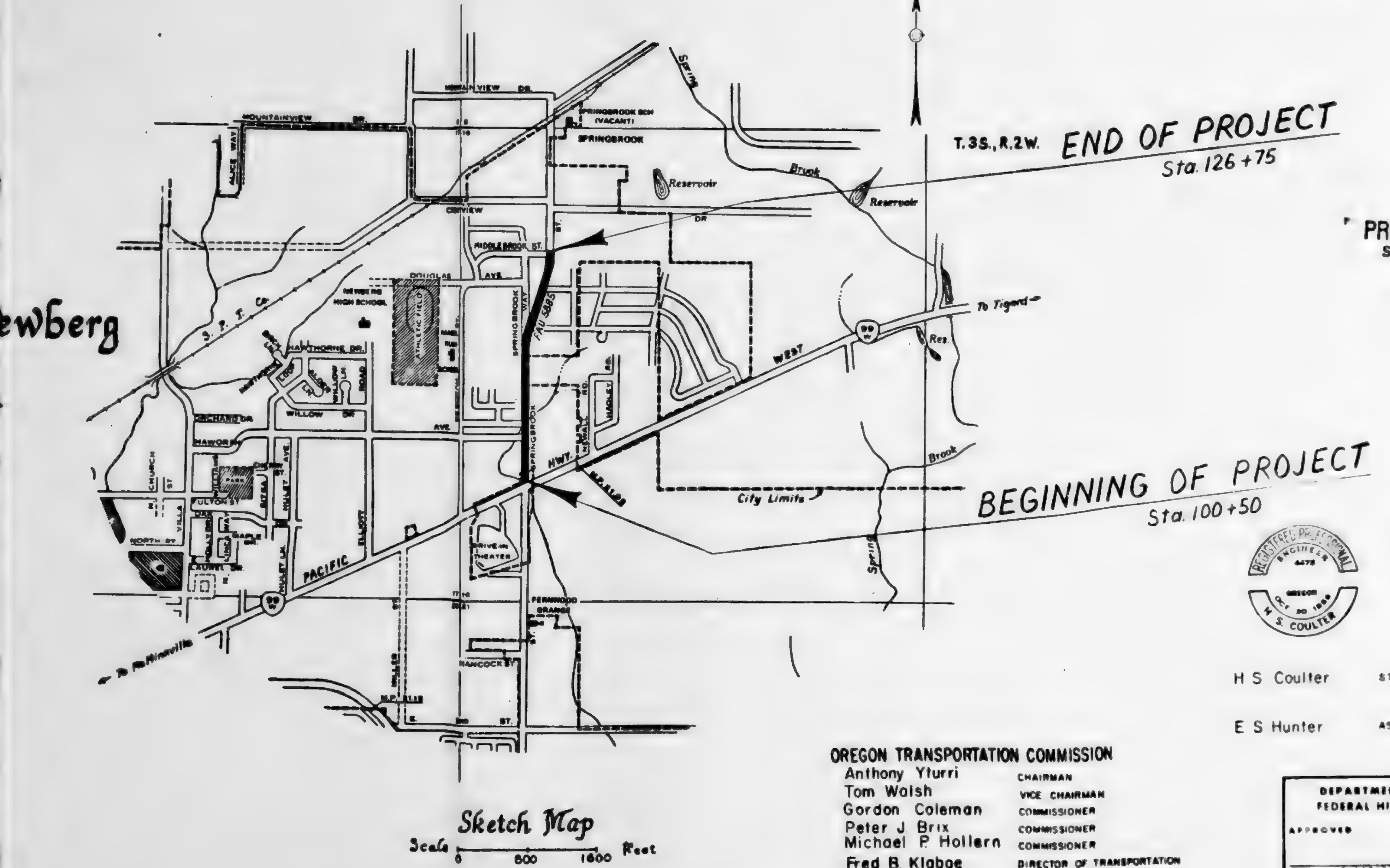
OREGON TRANSPORTATION CO
Anthony Yturri CHA
Tom Walsh VICE
Gordon Coleman COMM
Peter J Brix COMM
Michael P. Hollern COMM
Fred B. Klaboe DIREC

PLANS FOR PROPOSED PROJECT

BROOK ST. - PACIFIC HWY. WEST (NEWBERG) SEC.
FAU 5885 (SPRINGBROOK ST.)
YAMHILL COUNTY



Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Tillamook
Lincoln City
Salem
Albany
Corvallis
Eugene
Bend
Redmond
Madras
Condon
Heppner
Mitchell
John Day
Baker
Ontario
Vale
Nyssa
Burns
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON



ewberg
N
T.3S., R.2W.
END OF PROJECT
Sta. 126+75
BEGINNING OF PROJECT
Sta. 100+50
MOUNTAINVIEW DR.
ALICE WAY
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FERNWOOD GRANGE
HANCOCK ST.
Reservoir
Brook
Spring
Res.
City Limits
To Tigard
To McMinnville

Sketch Map

Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4582 OREGON E. S. HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DISTRICT ENGINEER DATE

1893

CITY OF
NEWBERG
414 E. First Street
Newberg, OR 97132

August 23, 1979

REGION 2 ENGINEER
RECEIVED
AUG 24 1979
☐ LE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RO
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

Mr. Stephen C. Bauer
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97308

Re: City of Newberg
Urban System Project
Middlebrook Street - Pacific Highway West
Springbrook Street FAU 5885

Dear Mr. Bauer:

We wish to request advance funding for five years on Federal Aid Urban System Funds to complete the City's urban system project on Springbrook Street.

In May 1977 the City Council approved and authorized application for funding to improve Springbrook Street to major arterial specification to serve the City's major industrial area, new commercial developments and several new residential subdivisions. A 24 feet paved strip now serves this area. The estimated project cost at that time was $285,000.00. Last year the City was advised the estimated costs had increased to $387,000.00. Yesterday we were advised by the Oregon State Highway Division the designers estimate had increased to $535,000. The City does not have funds to finance the additional costs.

With the growth the City of Newberg is experiencing in this area, the project is our number one priority. We would appreciate your consideration on this request.

Sincerely,

MCGilbert

M. C. Gilbert
City Administrator

MCG/bjm

cc: Association of Oregon Counties
Department of Transportation ✓

[illegible] 30-79
[illegible] approval blanket [illegible]
May [illegible] reiterated [illegible] TIC
[illegible] 30 [illegible]

M

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

9100 5-11-79

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-5885(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.

ITEM NO. 80251

COUNTY NAME Yamhill

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 24 79
REFER TO
FOR
Info | Moves | R/D | D/R | Sign | Act | File

5-24

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 5-16-79	FEDERAL ROUTE NUMBER FAU 5885	STATE ROUTE NUMBER City Street

GENERAL LOCATION:
Middlebrook St. - Pacific Highway West (Newberg) Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-11-79 you are authorized to proceed with all phases of right of way acquisition for files 50515, 50516, 50517 and 50518 as shown on right of way map 10C-51-5 at a TEC of $4,000 - Federal participation limited to $3,524.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE 5-16-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-855

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 11, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Project Data Submission
Item No. 80251
Project No. M-5885(2)
Middlebrook St.-Pacific Hwy. West
(Newberg) Section
Yamhill County

Enclosed is data for the subject project.

We request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $4,000 with an obligation of $3,524 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map 10C-51-5. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review approval letter was previously forwarded.

CL:dmc
Enc.
cc: C. O. Fredrickson, Reg. 2
J. Boyd
F. Lowe
G. Zehner

H

Budget Bureau No. 41-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W. O.	May 11, 1979

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT (66)	FUTURE (70)	YEAR (71) (72)	REGION	STATE NAME
2		City St., Jct. 1W, N. to Middlebrook (Newberg)		1,300	5,000	99	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBE 7
3	Right-of-Way Acquisition								M-	5885

CARD					
	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Yamhill			
	NAME OF URBAN AREA 17-31 Newberg	ROUTE NO. U	FEDERAL-AID 5885	STATE (32) City St. (36)	(37) -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNI
1												
5					**PE**							
5					**ROW**		"Middlebrook St.-Pacific Hwy. West (Newberg) Sec"	0.5	4,000	3,524	238	238 (C
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.5	4,000	3,524	238	238 (Ci
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data:	Ite Pro

Budget Bureau No. 41-R2067; Approval Expires February 28, 196(

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 11, 1979

JECT LOCATION (45 typewriter spaces) ty St., Jct. 1W, N. to Middlebrook (Newberg)	ADT	PRESENT 1,300	FUTURE 5,000	YEAR 99	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 80251

D WORK (35 typewriter isition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 5885	SEQ. NO. (21)	I Projects Only POST MI. DESIG.

S
m

COUNTY NAME Yamhill CODE 071

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. FEDERAL-AID 5885 STATE City St. U.S. --

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Middlebrook St.-Pacific Hwy. West (Newberg) Sec"	0.5	4,000	3,524	238	238 (City)	ROW-80' min.; Access Control-none; Parking Restrictions-Partial
CONST (CODE)								
BY CL		PROJECT TOTALS	0.5	4,000	3,524	238	238 (City)	

PPROVAL DATES

REMARKS Additional Data: Item No. 80251;
Project No. M-5885(1)

over

USCOMM DUSCOMM-DC 48605-P61

Middlebrook St.-Pacific Hwy. West (Newberg) Section
Project No. M-5885(2)

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction required to widen the existing facility to a 44 foot curbed roadway with 5 foot sidewalks each side.

NOTE: 1) This project is in Congressional District No. 1.
2) No relocation assistance involved.

9100

2.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 7, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

TO: Jim Dixon
Region 2 R/W Supervisor

SUBJECT: Agreement #123
Middlebrook St.-Pac. Hwy. W.
Springbrook Street
City of Newberg

MISC. CONTRACTS and AGREEMENTS No. 6556

Attached is a signed copy for transmittal to the City of Newberg and a copy for your files of the subject agreement.

The project will be programmed.

AE
mp
Attach.

cc: Finance, Jim Kinns, w/c
Cecil Head, w/orig.
Local Gov't Programs, w/c
Title, w/c

NOTED
C. W. HEAD

9100

1893

CITY OF
NEWBERG
414 E. First Street
Newberg, OR 97132

December 29, 1978

State of Oregon
Department of Transportation
Highway Division Region 2
2960 E. State Street
Salem, OR 97310

Attention: Phil Stearns

Subject: Middlebrook Lane - Pacific Highway West
Springbrook St., Newberg FAU 5885

Dear Sir:

In accordance with our telephone conversation of yesterday, it is requested that an advance loan of three year's Federal Funds from the F.A.U. Grant be requested and applied against the subject project.

This requirement is due to the current working estimate for the project.

Thank you for your assistance in this matter.

Very truly yours,

M. C. Gilbert
City Administrator

EAH:nm

[illegible]
Notified
Stearns
1-16-79

7150

Location Narrative
Middlebrook St. - Pacific Highway West
Springbrook Road (Newberg) FAU 5885
Yamhill County
December 20, 1978

History: This is a Federal Aid Urban project. The City of Newberg first requested it January 4, 1978. Authority for Survey was submitted January 13, 1978 and approved in April 1978.

Standards: This project was designed as an urban collector street, consistent with the criteria set forth in "A Policy on Design of Urban Highways and Arterial Streets," 1973 AASHO.

Typical Section: The proposed typical section is as follows:

6" class B A.C. pavement
12" lime treated subgrade

Proposed widths are:

2 12 ft. travel lanes
2 10 ft. shoulders
2 5 ft. sidewalks

Type "C" curb is proposed

Horizontal Alignment: Assumed local coordinates were used for this project. Bearings are taken from the East line of the Everest D.L.C. as shown on County Survey No. 3575. The existing centerline was reestablished. The proposed project will follow the existing alignment.

Vertical Alignment: The proposed alignment maintains nearly the same grade as the existing to ease matching driveways and side streets and to minimize R/W requirements.

ORIG. EST. (Proj. Req.) = $285,000 TOTAL
FIELD EST. = $371,862
INCREASE = $86,862

REC'D. 12-22-78

1-16-79
STEARNS SAYS $ OK.
CITY REQUESTS 34r ADVANCE.
SURVEY TO DESIGN.

Materials:	The entire project contains approximately 3,950 cubic yards of general excavation. Of these, it is estimated that approximately 1,000 cubic yards will be excess material. We propose that this excess material become the property of the contractor at the site of excavation and be disposed of by him in a manner acceptable to the engineer. Local commercial sources are anticipated for the remaining contract items.
Structures:	No structures involved.
Drainage:	In keeping with the City's wishes, drainage was designed to provide only for the water falling within the roadway section.
Stage Construction:	As alternate access is available to most properties along the project, the City has agreed to some moderate road closures. Some staging will be required along the South end of the project.
Utilities:	The project was reviewed with Don Bedford, Region II Utility Liaison Engineer. No reimbursable utility adjustments.

of

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 12/15/78

Section Middlebrook Ln.-Pacific Highway West County Yamhill

Kind of Work Grading and Paving Length 0.5mi. Prefix 336-1960-901

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization	110				21,986
2	Temp. Protection & Direction of Traffic	111				8904
3	Temporary Signing	111	Sq. ft.	180	6^{00}	1080
4	Flagman	111	hour	200	19^{00}	3800
5	Removal of Structures & Obstructions	202	Lump Sum	All	5000^{00}	5000
6	General Excavation	203	Cu. Yd.	3,950	4^{00}	15,800
7	Trench Excavation	206	Cu. Yd.	1244	10^{00}	12,440
8	Finishing Roadbed & Slopes	222	Mile	0.50	1250	1250
9	Watering	233	M-Gal.	197.36	10^{00}	1980
0	Lime Treated Subgrade	307	Sq. Yd.	13878.78	1^{00}	13,879
1	Lime for Treated Subgrade	307	Ton	312.26	80^{00}	24,960
2	Class B Asphalt Conc.	403	Ton	4634	15^{00}	69,510

OREGON STATE HIGHWAY DIVISION sheet 2 of

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 12/20/78

Section Middlebrook Ln - Pacific Hwy. West (Newberg) County Yamhill

Kind of Work Grading and Paving Length 0.5 mi. Prefix 336-1960-901

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
	Asphalt Cement in Mix	403	Ton	28.78	85^{00}	2465
	Asphalt Tack Coat	407	Ton	2.13	200^{00}	400
	3/4" Aggregate in Prime Coat	408	Cu. Yd.	97.14	11^{50}	1115
	Asphalt in Prime Coat	408	Ton	17.56	140^{00}	2520
	12" Conc. Sewer Pipe	603	Lin. Ft.	2295	12^{00}	27,540
	Cast in Place Manhole	604	Each	2	1500^{00}	3000
	Step Manhole	604	Each	1	2500^{00}	2500
	Type CG1 Inlets	604	Each	26	550^{00}	14,300
	Perf. Drain Pipe	605	Lin. Ft.	1240	8^{00}	9920
	Fiber Filter Cloth	605	Sq. Yd.	1379	2^{70}	3723
	Gravel Filter Material	605	Cu. Yd.	185	12^{00}	2220
	P.C.C. Walks	608	Sq. Yd.	2277.5	13^{50}	30,753

SUMMARY--BID SCHEDULE--COST ESTIMATE Date 12/20/78

Section Middlebrook Ln.-Pacific Hwy. West (Newberg) County Yamhill

Kind of Work Grading and Paving Length 0.5 mi Prefix 336-1960-901

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Driveways	608	Sq. Yd.	153.5	20^{00}	3080^{00}
	Concrete Curb "Type C"	609	Lin. Ft.	4986	3^{75}	$18,697^{00}$
	Extra for Asphalt Approaches	610	Each	#13	165^{00}	2145^{00}
	Adjust Manhole	628	Each	2	200^{00}	400^{00}
	Adjust Inlets	628	Each	1	250^{00}	250^{00}
	Setting Mail Box Posts	642	Each	2	50^{00}	100^{00}
	Engineering & Contingencies					$61,143^{00}$
	~ Subtotal ~					
	ANTICIPATED ITEMS					5,000
						$371,862

OREGON STATE HIGHWAY DIVISION
SUMMARY BID SCHEDULE--COST ESTIMATE

Sheet 4 of
Date 12/20/78

Section Middlebrook Ln - Pacific Hwy. West: (Newberg) County Yamhill
Kind of Work Grading and Paving Length 0.5 mi Prefix 336-1960-901

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
	Additional Anticipated Items					
	Easements					
	Permanent Striping					2000^{00}
	Temporary Striping					2000^{00}
	Permanent Signing					1000^{00}
	Total					

81-734-2114 9100

FAU

ORE GON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date October 20, 1978 Week ending October 19, 1978

Job name Middlebrook St.-Pacific Hwy. West Highway Springbrook St., FAU 5885

County Yamhill

Job prefix 336-1960

Anticipated per mile cost of survey 32,000

		Unit 1	2	3	4	Total Survey Section
Mileage	Total					0.50
Staked	Preliminary					0.50
	Location					0
Per Cent Complete	Field					95
	Office					22
Date of Survey	Started					7-17-78
	To be completed					12-1-78
Estimated construction cost						

12-1-78 On Schedule.

Expenditures, This Week	Salary	953	Authorization, Field (901)	16,000
	Other	10	Per cent expended	50
	Previous total	6,996	Anticipated overrun	0
	Total (including this week)	7,959	Mail address	P.O. Box 14030 Salem, OR 97310
	Anticipated total	16,000		

Signed John Read
for Richard E. Nelson

Title REGION II LOCATION ENGINEER

REPORT OF WEEK ACTIVITIES

Field: Tieing property corners; taking project pictures.

Office: Working on detail map, coordinating "L" line.

cc: C.T. Keasey
C.O. Fredrickson
File

NOTED
G. C. [illegible]

NOTED
W. N. HACKLEMAN

PROJECT MANAGEMENT OFFICE MEMO

Date 9-21-78

Subject Newberg FAU (Springbrook Rd) File No.

Received (call) (~~visit~~) from Wyn Stuckey (Wyn Stuckey & Associates)

Address

Made (call) (visit) to Phone 538-4980

Reason for contact and general discussion:

Grant Bennett Architect for Mercury Development hired his firm to develop storm drain plan for their development fronting Sec W & Springbrook. Inquired of drainage planned for FAU project. Full info gathered, plans not started but curbed section necessitates drainage. He says Westech Drain study for City proposes 48" or 54" on easterly side. Also 300 acres & 100 cfs & minor diversion involved. He finishes his recommendation including where to drain development water in two weeks and will furnish copy to Dick Nelson.

Signature A Hume

File ( ) ( ) ( ) ( ) ( ) (A) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

George A
Ephler A

PROJECT MANAGEMENT OFFICE MEMO

Date 9-8-78

Subject Middlebrook St - Pacific Hwy (Springbrook Street in Newberg) File No.

Received (call) (~~visit~~) from John Raineri

Address

Made (call) (visit) to Phone 538 9421

Reason for contact and general discussion:

Asks if project includes storm drains. It does.
Also told him tentatively scheduled for F1Q 1980
He needed info for apt complex under const w/permit calling for 12-inch culvert. He didn't want it dug up immediately.
Dick Nelson will contact him to discuss details.

Signature J Wimer

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

9100

2.

May 23, 1978

City of Newberg
City Hall
Newberg, OR 97132

Attention: M. C. Gilbert
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6556

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of Middlebrook Street-Pacific Highway West (Newberg) Section of Springbrook Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

Date: May 19, 1978

City of Newberg
414 East First Street
Newberg, Oregon 97132

Attn: M. C. Gilbert
City Administrator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Middlebrook St.-Pacific Highway West Section of Springbrook Street.

Financial sharing of the preliminary engineering is:

Total P.E.	$ 20,100
Federal Funds	17,230
Balance	$ 2,870

Local Share:
50% of $2,870 = $1,435

Please make your check in the amount of $1,435 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

G.W. Wimer
Local Government Manager

bc w/AD# 425: Vern Skoog - Please return completed AD# 425 when check is received.
Region 2 Federal Aid Engineer

910

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-26-78

FEDERAL AID PROJECT NO.	5885(1)
STATE PROJECT NO.	See Below
COUNTY NAME	Yamhill
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	80251

2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4-26-78	FAU-5885	City Street

GENERAL LOCATION:

"Middlebrook Street - Pacific Highway West -(Newberg) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION : Including archeology salvage and Utility Preparatory work TEC NTE $18,600, F.F. $15,950
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of April 18, 1978

Swan
5-5

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-26-78		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—626-787

9150

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1978

TO	G. L. Green, Division Administrator Federal Highway Administration
	Original Signed By D. E. Swan
FROM	D. E. Swan Federal Aid Manager
SUBJECT	Project Data Submission Item No. 80251 Project No. M-5885(1) Middlebrook Street-Pacific Highway West (Newberg) Section - Yamhill County

Attached data consists of PR-1 form with project maps. This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering, including utility preparatory work and archaeological salvage necessary to obtain PS&E approval, at an estimated total cost of $18,600 with an obligation of $15,950 in Federal funds.

DRH/a
Attachments
cc C. O. Fredrickson (Region 2)
Gary Zehner

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-18-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Jct. 1W N to Middlebrook (Newberg) 21 65	**ADT**	PRESENT 1300	FUTURE 5000 (66) (70)	YEAR 98 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 5885 7	

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Yamhill				CODE 07 (14)
	NAME OF URBAN AREA 17-31 Newberg	ROUTE NO. U	FEDERAL-AID 5885 (32)	STATE City St. (36)	U.S. (37) ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.5	20,100	17,230	1,435	1,435 (City)
5					**ROW**							
5					**CONST** (CODE)		"Middlebrook St.-Pacific Hwy. West (Newberg) Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.5	20,100	17,230	1,435	1,435 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-18-78

CT LOCATION (45 typewriter spaces) St., Jct. 1W N to Middlebrook (Newberg)	ADT	PRESENT 1300	FUTURE 5000	YEAR 98	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 80251

ORK (35 typewriter ngineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 5885	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.	

Urban System

Newberg

COUNTY NAME Yamhill CODE 071

ROUTE NO. U

FEDERAL-AID 5885

STATE City St.

U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.5	20,100	17,230	1,435	1,435 (City)	
OW								
NST DE)		"Middlebrook St.-Pacific Hwy. West (Newberg) Section"						ROW - 80' Min.; Access Control-None; Parking restrictions-Partial
		PROJECT TOTALS	0.5	20,100	17,230	1,435	1,435 (City)	

OVAL DATES

REMARKS

MIDDLEBROOK ST. - PACIFIC HWY. WEST (NEWBERG) SECTION

PROJECT NO. M-5885(1)

Existing Facility: Bituminous surfaced 22' roadway.

Adjacent Section:

North - Same as existing facility.
South - Jct. with Pacific Hwy. West (1W)

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces and archaeological salvage as necessary for the future construction required to widen the existing facility to a 44-foot curbed roadway providing 2 - 12-foot lanes with 10-foot parking or 2 - 12-foot lanes with 14-foot left turn lane and 3-foot shoulder area, 5-foot sidewalks on both sides.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Sportsman Air Park lies approximately 0.65 mile southwest of the south end of project; however, no conflict with the operation of the airport will result from the project.

FHPM 4-1-4 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated April 11, 1978 and April 4, 1978, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 15, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

Data for PR 37's:	Preliminary Engineering	Field Work	$18,600
		PS&E Preparation	1,500
		Total	$20,100

NOTE: This project is in Congressional District No. 1.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Department of Transportation Highway Division

PROJECT TITLE: Middle brook St. Pacific Hwy West

DATE: April 11, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as [illegible]~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
1 '78
REFER TO
FOR

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Eng.
District 3 Eng.
Aeronautics Div.
B. L. Gifford
D. E. Swan
G. W. Wimer

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

PROJECT MANAGEMENT
LCE
CCE ☐
FAE ☐
APR 12 1978
File: PM
LG

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________ Due Date: [illegible] 7 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION SHOULD COORDINATE PROTECTION OF CULTURAL RESOURCES WITH THIS OFFICE IN THIS MIDDLEBROOK ST. — PACIFIC HIGHWAY WEST PROJECT IN NEWBERG, YAMHILL COUNTY.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By David E Talbot

(82) 9120 2

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 3, 1978

TO **Executive Department**
Federal Aid Coordination Unit

Mid Willamette Valley Council of Governments
200 Senator Bldg.
220 High St. NE
Salem, Oregon 97301

FROM **D. E. Swan** Gerald Wimer
For **Federal Aid Engineer**

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 3
Section: Middlebrook St.-Pacific Hwy. West
Highway: M-5885(-), Springbrook City St.
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 4, 1978.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: C. O. Fredrickson
District 3 : R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 3 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Att | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Middlebrook St.-Pacific Hwy. West			
11	12] PROJECT LOCATION—CITY M-5885(-) Springbrook City St.	PROJECT LOCATION—COUNTY Yamhill	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] The proposed project is to widen the existing street to provide a 44-foot [71

07 12] paved surface with curbs, gutters and adjacent sidewalks. [71

08 12] [71

09 12] [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	219,300	--	17,850	17,850	--	255,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: March 3, 1978

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 April	43] DAY [44 4	45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 3, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

M-5885 ()

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 30, 1978
Section Middlebrook St.-Pac. Hwy. West (Newberg)
Unit (if appl)
County Yamhill
City Newberg
Highway Springbrook Street
State Hwy. No. FAU 5885
Termini: M.P.(if appl)
Length 2600'
Region 2
Construction Estimate $255,000.00
Program Amount

B. Purpose of Project:

The proposed project is to improve an existing facility to urban arterial standards.

C. Origin & History of Project:

The project has been advanced by administrative action of the City of Newberg City Council. A Federal Aid Project Request dated January 4, 1978 has been forwarded for processing.

D. General Description of Project:

The proposed project is to widen the existing street to provide a 44 foot paved surface with curbs, gutters, and adjacent sidewalks.

Alignment: New ______ Existing XX Combined ______
Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 0; Parking 2
Traffic: Existing Facility: Existing ADT 1300; Projected ADT 5000; Yr. 1998
Existing Level of Service C
Proposed Facility: Projected ADT 5000; Yr. 1998
Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 9

Acres 0.7; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Commercial sources are available to supply surfacing materials. No waste sites or borrow sources would be required.

Type of Structure(s):

None involved.

Brief Description of River or Stream and Type of Involvement, if any:

None involved.

Local City, County or COG priorities of project:

The City Council of the City of Newberg have approved the project as their highest priority. The project has also been approved by Yamhill County.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Design alternatives will be considered during the preliminary engineering study.

Other Descriptive Information or Comments:

The urban arterial concept is proposed to provide an adequate transportation facility for a rapidly developing residential area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is a gently rolling terrace of non-marine deposits generally consisting of semi-consolidated sands, silts and gravels that cap terraces along streams and form the main plain of the Willamette Valley.

The general land form slopes to the south, falling at a 2-3 percent rate. Soil perculation is slow and surface water run-off can become a problem at times. There are no major drainageways in the immediate project vicinity, an unnamed tributary of Spring Brook extends into the southerly end of the project and carries most of the area surface water run-off to the south eventually entering the Willamette River. Vegetation is primarily domesticated grasses, trees, and shrubs from existing and former farming operations. Wildlife is generally confined to those species that have adapted to the available habitat in the urbanizing area.

2. Cultural:

The area culture is one of a changing land use, a rapidly developing urban community replacing farm and dairy operations. Four subdivisions have been approved for construction in the past year, other requests for permits are pending.

The City of Newberg Inventory of Natural and Cultural Resources have not identified any known archeological site, historical sites, or significant natural resource areas.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

An existing 60 foot right of way would be expanded to 80 feet requiring a 10 foot strip on either side of the street. The proposed right of way would not displace any homes or other buildings nor would any lots be reduced below minimum size. No significant loss to property values are anticipated.

2. Estimated Impact on Traffic Patterns:

The proposed project would provide adequate capacity for anticipated increases in traffic volumes.

Consequences--Air Quality, Noise, Safety, etc.:

Ambient noise levels may increase and air quality deteriorate as traffic volumes increase in the future. However, traffic projections for the next twenty years would not cause either noise levels or air pollution to exceed state or federal guidelines. Highway safety would be improved.

3. Estimated Impact on Land Use:

Increased urban developement would be encouraged by the improved transportation facility.

Consequences:

Urban development is consistent with existing land use plans and zoning.

4. Expected Impact on Natural Ecological Resources:

None identified.
No wetlands impacts.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

None identified.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified.

No wetlands impacts.

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

The City of Newberg does not have a Clean Air Implementation Plan. However, based on anticipated traffic volumes and vehicle speeds, state standards would not be exceeded.

b. Noise Standards

No significant increase in ambient noise levels are anticipated as a result of highway improvement.

c. Water Quality Standards

Surface water run-off is consistent with the City of Newberg master drainage plan. No significant adverse impacts to the water quality of area stream are anticipated.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project is consistent with land use and transportation plans and zoning. The proposed street improvement project is within the Urban Growth Boundary.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------

XX ----NON-MAJOR ACTION-----

SIGNIFICANT:

____ D & FEIS

____ Section 4(f)

NON-SIGNIFICANT:

____ D & F Neg.Dec.

____ Section 4(f)

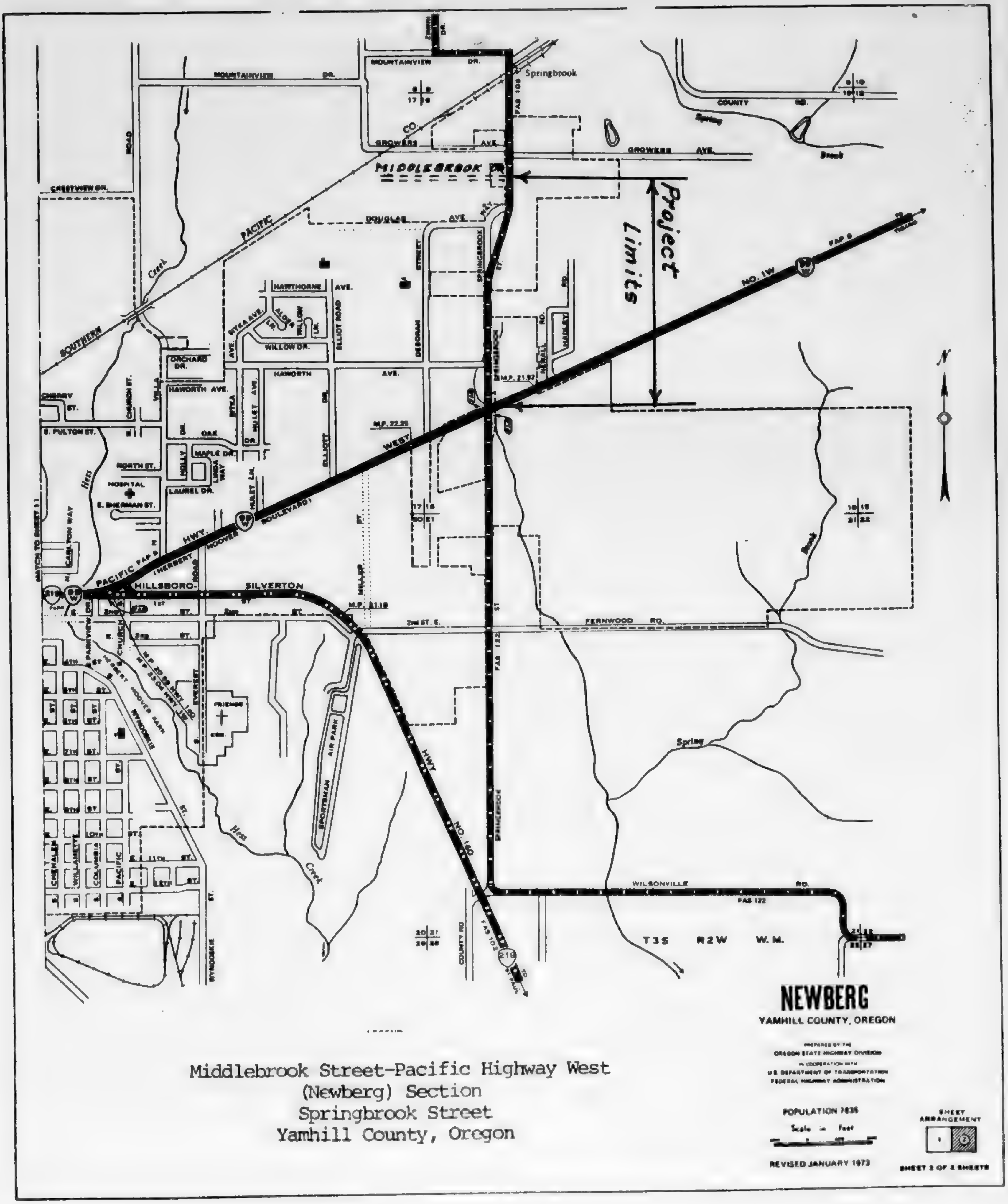
XX ASSESSMENT ONLY

____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FHPM 7-7-2 paragraph 10(e) projects of this type are ordinarily considered to be non-major actions. A review of the environmental assessment and a field inspection of the project area have not identified any significant impacts to the social, economic, or natural environment. A category 3 non-major action is recommended.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


Project Limits
MIDDLEBROOK
Springbrook
MOUNTAINVIEW DR.
GROWERS AVE.
DOUGLAS AVE.
COUNTY RD.
SOUTHERN PACIFIC CO.
HAWTHORNE AVE.
HAWORTH AVE.
WILLOW DR.
PACIFIC HWY. WEST NO. 1W
HOOVER BOULEVARD
HILLSBORO-SILVERTON HWY. NO. 140
FERNWOOD RD.
WILSONVILLE RD.
SPRINGBROOK ST.
FAS 122
M.P. 21.92
M.P. 22.25
M.P. 21.19
HOSPITAL
SPORTSMAN AIR PARK
Hess Creek
Spring Brook
T3S R2W W.M.
NEWBERG
YAMHILL COUNTY, OREGON
PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
POPULATION 7835
Scale in Feet
REVISED JANUARY 1973
SHEET ARRANGEMENT
SHEET 2 OF 2 SHEETS
N

Middlebrook Street-Pacific Highway West
(Newberg) Section
Springbrook Street
Yamhill County, Oregon

9150

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: February 15, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project No. M-5885
PROJECT ASSESSMENT
Middlebrook St-Pacific Highway West
Springbrook Street (Newberg)
Yamhill County

FROM: G. L. Green, Division Administrator

TO: Mr. Gary A. Potter, Mgr, Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with your January 30, 1978, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hossner
for G. L. Green

cc:
ODOT (Moehring, Mgr, Proj Mgmt)
OSHD (Reg 2, Env)

2-21-78
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab Bldg.
C. O. Fredrickson
R. E. Kuehn
William Fretwell
Gerald Wimer
B. L. Gifford

N M
DonH.

M-5885( )

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Existing Level of Service C

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Projected Level of Service C

734-3953 (10-75)

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Acres 0.7; Type of Relocation Req. None; No. ____

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SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

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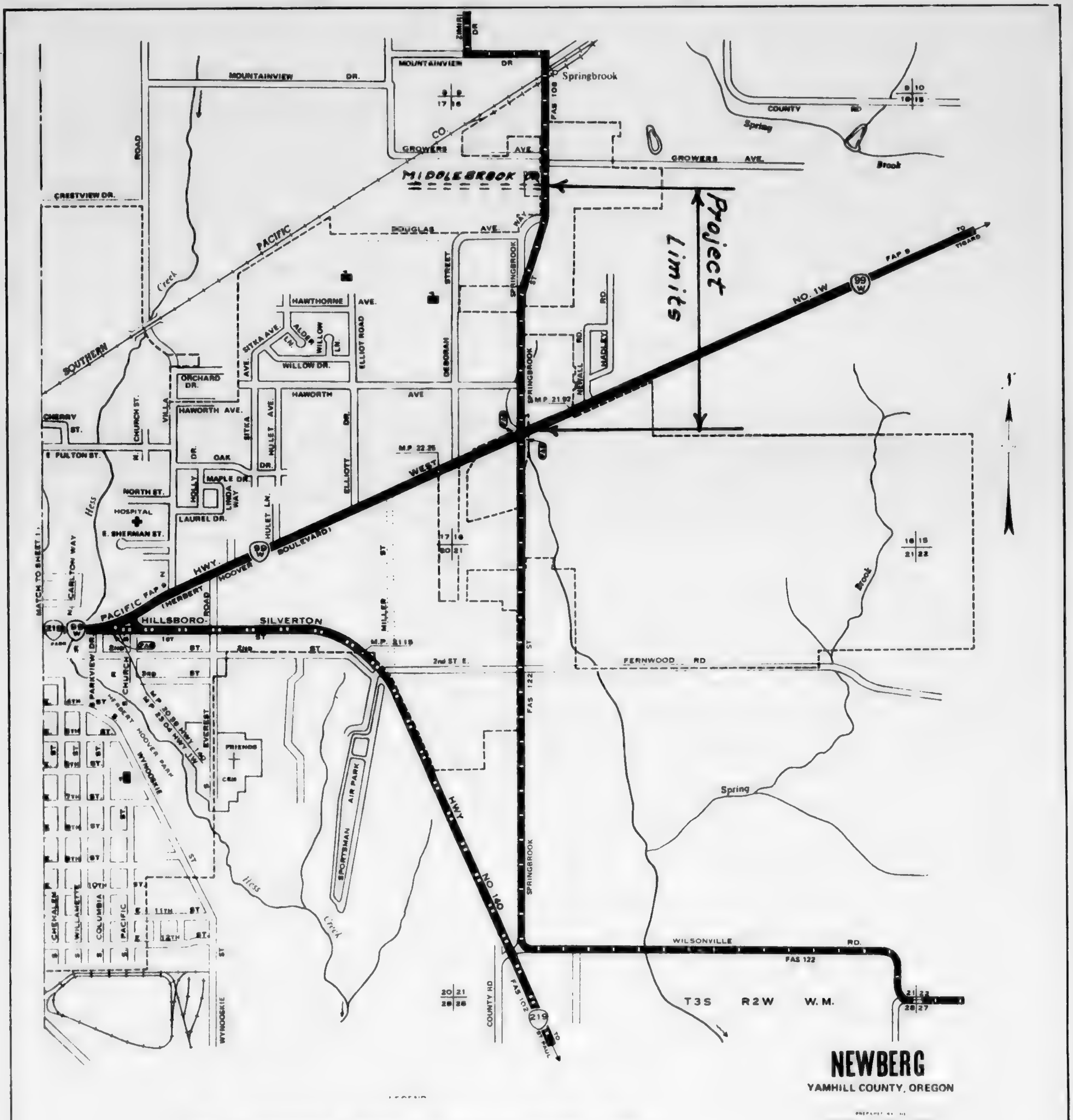

MOUNTAINVIEW DR.
ZIMRI DR
MOUNTAINVIEW DR
Springbrook
FAS 108
COUNTY RD
Spring
Brook
GROWERS AVE.
GROWERS AVE.
MIDDLEBROOK DR.
Project Limits
CRESTVIEW DR.
ROAD
SOUTHERN PACIFIC CO.
Creek
DOUGLAS AVE.
SPRINGBROOK WAY
SPRINGBROOK ST
DEBORAH STREET
HAWTHORNE AVE.
SITKA AVE.
ALDER LN.
WILLOW LN.
ELLIOT ROAD
WILLOW DR.
NOVALL RD.
HADLEY RD.
HAWORTH AVE
ORCHARD DR.
HAWORTH AVE.
M.P. 21.92
M.P. 22.25
CHERRY ST.
E FULTON ST.
CHURCH ST.
VILLA
OAK
SITKA
HULET AVE.
DR.
NORTH ST.
HOLLY
LINDA WAY
MAPLE DR.
HULET LN.
ELLIOTT DR.
WEST
NO. 1W
FAP 9
TO TIGARD
99W
HOSPITAL
LAUREL DR.
E. SHERMAN ST.
Hess
PACIFIC FAP 9 HWY.
(HERBERT HOOVER BOULEVARD)
MILLER ST
17 16
20 21
16 15
21 22
Brook
MATCH TO SHEET 1
CARLTON WAY
219
99W
HILLSBORO-SILVERTON ST
1ST ST
2ND ST
M.P. 21.15
2nd ST E.
FERNWOOD RD
FAS 122
PARKVIEW DR.
CHURCH
HERBERT HOOVER PARK
M.P. 20.56 HWY. 140
M.P. 23.04 HWY. 1W
EVEREST
WYNOOSKIE
FRIENDS
CEM.
SPORTSMAN AIR PARK
HWY
NO. 140
Spring
SPRINGBROOK
CHEHALEM
WILLAMETTE
COLUMBIA
PACIFIC
10TH ST.
11TH ST.
12TH ST.
Hess Creek
WILSONVILLE RD.
FAS 122
20 21
29 28
COUNTY RD
FAS 102
219
T3S R2W W.M.
21 22
28 27
WYNOOSKIE ST
LEGEND

Middlebrook Street-Pacific Highway West
(Newberg) Section
Springbrook Street
Yamhill County, Oregon

NEWBERG
YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

POPULATION 7635

Scale in Feet

REVISED JANUARY 197[illegible]

SHEET ARRANGEMENT
1 2

SHEET 2 OF 2 SHEETS

DATE: February 9, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the February 22 meeting will be eight requests for approval of Urban System Projects.

Baker is requesting a $70,000 project to pave a 0.4 mile segment of Grace Avenue and Bridge Street.

Bend's request is for a $175,000 project to construct a 40-foot curbed section on South 9th Street and Reed Road.

The request from Dallas is for a $452,400 project to reconstruct a 0.71 mile segment of Hankel Street.

Medford is requesting a $5,000 traffic study to determine the feasibility of rerouting southbound traffic through the central business district.

A $285,000 project to widen a 0.5 mile segment of Springbrook Street is being requested by Newberg.

Two requests were submitted by Salem. One is a $193,000 project to realign 35th Avenue to connect with 34th Avenue at Silverton Road. The other is a $12,000 project to widen 0.23 miles of 34th Avenue.

Marion County's request is for a $340,000 project to signalize four intersections and channelize two intersections on North River Road.

Federal Urban System funds for these projects are estimated at $1,095,200 with the State providing approximately $92,400 in match funds and $344,800 being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

GEZ:dmc
Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
John Sheldrake
A. Shirley, Jr.
~~C. M.~~ Williams Dale [illegible]
W. E. Schwartz
D. N. Harwell
George Bell

CITY OF NEWBERG
Proposed Urban System Project

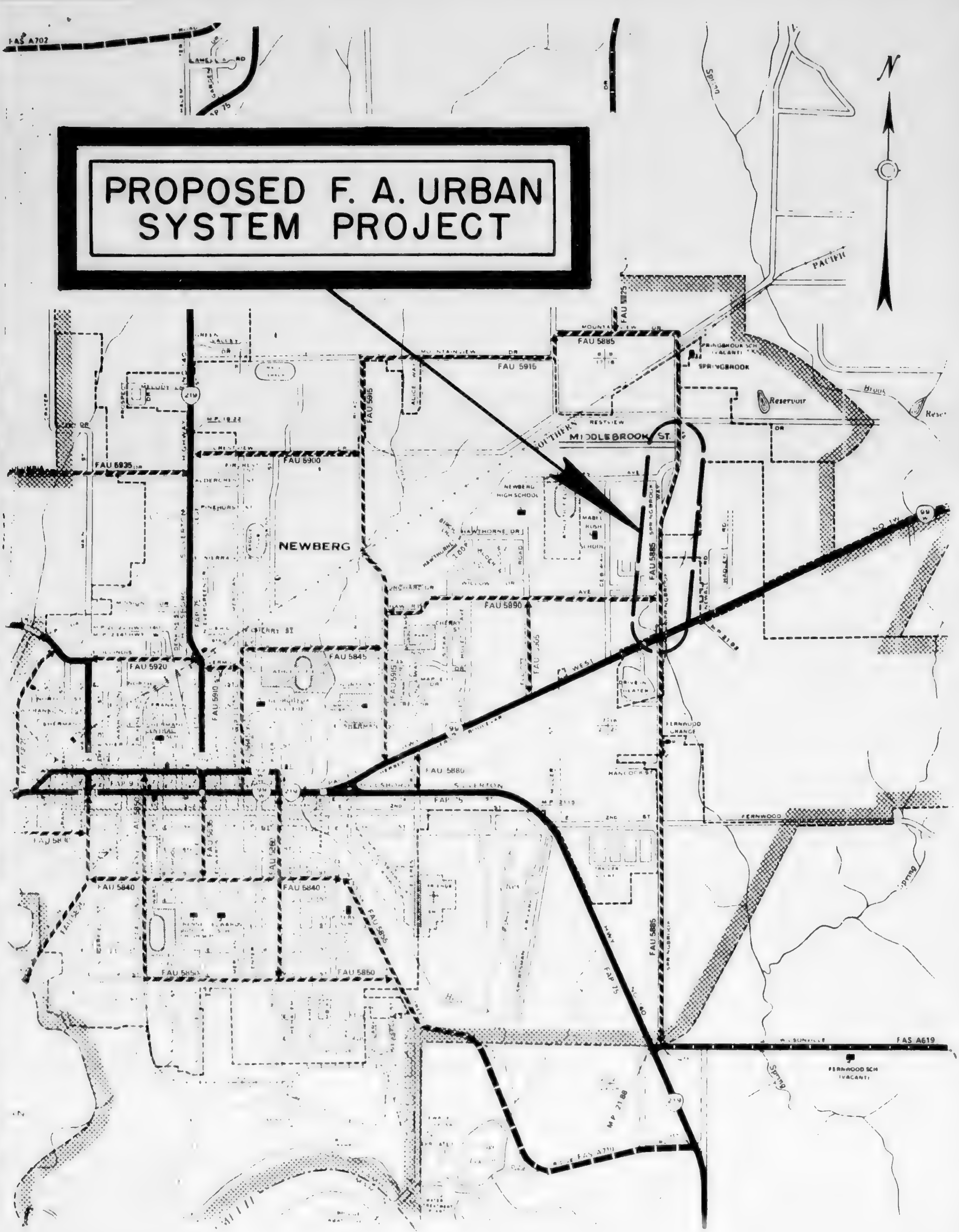
Middlebrook Street-Pacific Highway West
(Newberg) Section
Springbrook Street, FAU 5885
Grade, Pave, Sign and Stripe
0.5 miles
$285,000

This project entails all the work and costs to widen Springbrook Street to a 44-foot curbed section with sidewalks on both sides.

Right-of-way will be acquired as a participating cost of the project.

State will perform the preliminary and construction engineering.

78-b
2/7/78



PROPOSED F. A. URBAN SYSTEM PROJECT

N
FAS A702
FAP 75
PACIFIC
SOUTHERN
MOUNTAINVIEW DR
FAU 5885
FAU 5915
FAU 5900
FAU 6935
FAU 5920
FAU 5910
FAU 5845
FAU 5890
FAU 5880
FAU 5840
FAU 5850
FAU 5895
M.P. 18.22
M.P. 21.88
SPRINGBROOK SCH (VACANT)
SPRINGBROOK
Reservoir
RESTVIEW
MIDDLEBROOK ST.
NEWBERG HIGH SCHOOL
MABEL RUSH SCHOOL
HAWTHORNE DR
NEWBERG
CHERRY ST
FERNWOOD GRANGE
HANCOCK ST
2ND ST
FERNWOOD
WILSONVILLE
FAS A619
FERNWOOD SCH (VACANT)

7150

LOCATION PROSPECTUS

Middlebrook St.-Pac. Hwy. W. (Newberg) Section
Springbrook St. FAU 5885
Yamhill County
January 1978

HIGHWAY: City Street, Federal Aid Urban No. 5885.

TERMINI: The northerly end of the project is intersection of Middlebrook St. The southerly end is intersection of Pacific Highway W. (99W) Route follows existing Springbrook St.

LENGTH: 0.50 mile.

NARRATIVE: Purpose of the survey is to prepare plans, specifications and cost estimate for grading, paving, curb, walk and storm sewer construction.

Reconnaissance is not required. Soils investigations will be required for surfacing design.

Considerable development is occurring along the east side of the route. Drainage is being installed in the developments which may be adequate for most of the general area. No special drainage.

Survey will have to provide enough information for obtaining additional right of way.

This is a Federal Aid Urban Project requested by the City of Newberg.

State will perform the preliminary and construction engineering.

CHARACTERISTICS: Present ADT 1200
Projected ADT 2400 (1998)
No change is proposed in horizontal or vertical alignment.

STANDARDS: Urban Design Standards. No deviation from standards are anticipated.

Middlebrook St.-Pac. Hwy. W. (Newberg) Section
Springbrook St. FAU 5885
Yamhill County
January 1978

TYPICAL SECTION: Proposed 2-12' travel lanes
2-10' parking (shldrs.)
2-5' walks
Omit parking and provide left turn refuge at Pacific Highway West.

BRIDGE: None.

ACCESS: City Control.

SURFACING: To be determined during the survey.

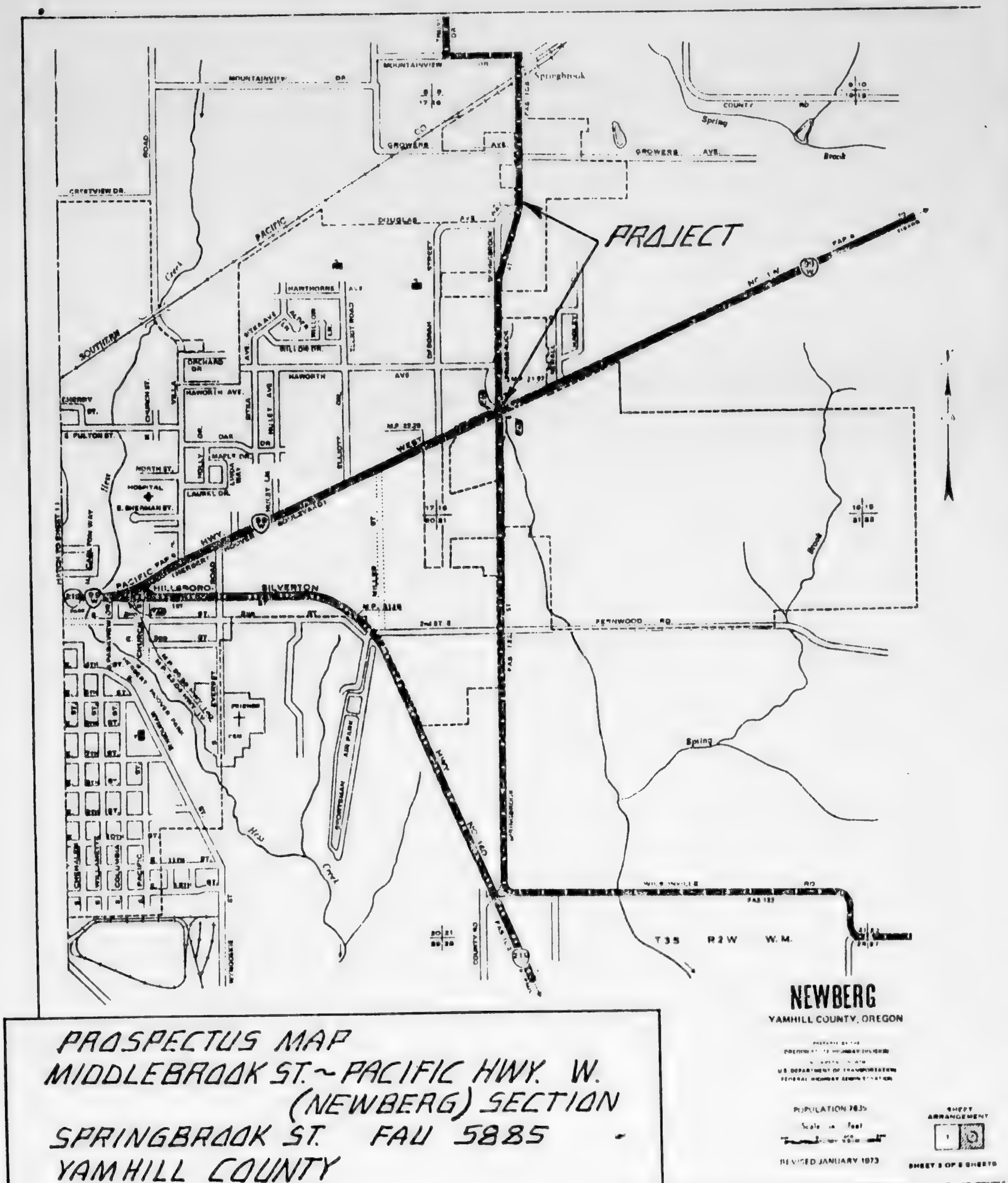
MATERIAL: Surfacing material is available from local commercial sources. Need of additional embankment or waste area will be determined by the survey.

ADDITIONAL FACILITIES : Channelization will be included in the project for left turns onto Pacific Hwy. W.

Power poles, water line and underground telephone cable are located along the westerly side of the project. Power and telephone may require relocation.

AGREEMENTS: Agreement with City of Newberg will be required. City will perform the Citizens Involvement. Environmental and Public Hearing aspects.

PARKS: None affected.


PROJECT
MOUNTAINVIEW DR
Springbrook
COUNTY RD
Spring
Brook
GROWERS AVE
GROWERS AVE
CRESTVIEW DR
ROAD
SOUTHERN PACIFIC
Creek
DOUGLAS AVE
HAWTHORNE AVE
ORCHARD DR
HAWORTH AVE
HAWORTH AVE
CHERRY ST
E FULTON ST
NORTH ST
HOSPITAL
E SHERMAN ST
LAUREL DR
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FEDERAL HIGHWAY ADMINISTRATION
POPULATION 7835
Scale in Feet
SHEET ARRANGEMENT
REVISED JANUARY 1973

PROSPECTUS MAP
MIDDLEBROOK ST.~PACIFIC HWY. W.
(NEWBERG) SECTION
SPRINGBROOK ST. FAU 5885
YAMHILL COUNTY
JANUARY 16, 1978

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 19, 1978

Salem, Oregon

FILE: Hold

FROM: Phil Stearns
Phillip O. Stearns
FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Middlebrook St.-Pacific Highway West (Newberg) Section
Springbrook Street FAU 5885
Newberg Urban Area

Attached is the project request, project environmental assessment, location prospectus, prospectus map, and authority for survey for the subject project.

The project environmental assessment is being submitted to the Environmental Section. The copy attached is for your information.

The project site was reviewed by the Region Project Review Team and no major problems are anticipated.

The City lists the project as number one in its improvement program and Yamhill County has concurred. Region Office recommends approval of the project.

Please forward the documents through normal channels for approval.

POS/dea
Attach.

[illegible] 18
[illegible]

LE [illegible]
M
LG

- 9160 · MSP0001 3

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Middlebrook St. - Pacific Hwy. W. (Newberg)

Highway Springbrook Street, FAU 5885

County Yamhill

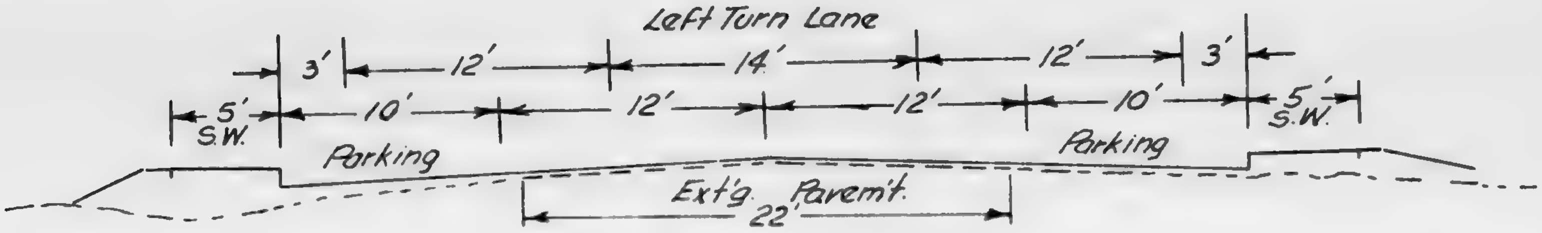
Date January 13, 1978

Authorization No. 1

Survey Prefix 336-1960 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the project is Middlebrook Street. The southerly end is Pacific Highway W. (99W) Route follows existing Springbrook Street. Length 0.50 mile.



TYPICAL SECTION

Lt turn @ 99W

Purpose of survey:

Prepare plans, specifications and cost estimate for grading, paving, curb, walk and storm sewer construction. This is a Federal Aid Urban System Project.

Estimate of cost:

Field	901	16,000
Plans	905	1,000
R/W	909	500
Soils	910	1,000
Traffic	911	200
Liaison	913	500
Utility	914	200
Specifications	921	500
Environmental	923	100
Hearings	980	100

M-5885(1)
4-26-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $20,100

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Tech. Serv. Engr. ~~XXXXXXXXXXXXXXXXXX~~

SP*23604-734

N M

7100

FEDERAL AID PROJECT REQUEST

Date January 4, 1978

Applicant Agency City of Newberg

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. FAU 5885 Route Name Springbrook Street

Project Name ~~Springbrook Street, 99N to~~ Middlebrook St. – Hwy 99 W (Newberg) Sect.

Project Location (Attach sketch map)

Project Length 0.5 MILE

Project Description Widen existing Springbrook Street to a 44' roadway with sidewalks and curbs and gutters on a 80' right-of-way

Average Daily Traffic 1200 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders Earth

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders 8' paved

Medians None Parking Both sides

Curbed Yes Length Curb Radii

Sidewalk/Bikeway 5' sidewalks - both sides

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 70'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Flashing signal at 99N and Springbrook Street

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in the project

4. Permanent Striping:

Include in project or by applicant? Include in the project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type Shoulder Width

Approach Roadway Width Width

Length

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	City Administrator, City of Newberg Office
2. Environmental	City Administrator, City of Newberg Office
3. Public Hearing	City Administrator, City of Newberg Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes ______ No X
If "yes," describe briefly: ______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 200,000.00
Right-of-way costs (if participating)	30,000.00
Traffic control	10,000.00
Illumination	---------
Structures	---------
Railroad	---------
Other Contingincies	30,000.00
Preliminary engineering	15,000.00
PROJECT TOTAL	$ 285,000.00

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

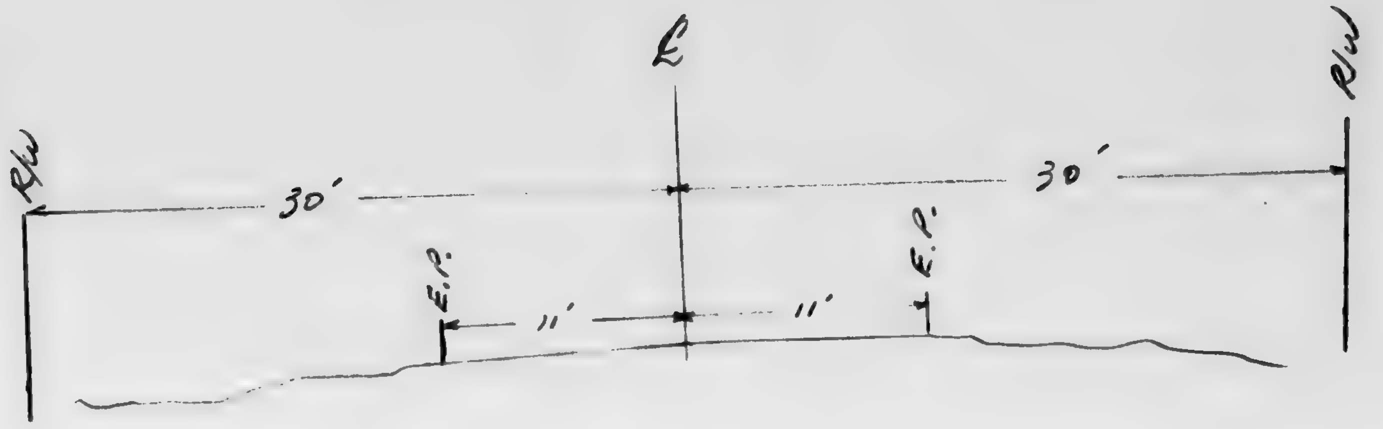
CITY OF Newberg and/or Yamhill COUNTY

By ______ By ______

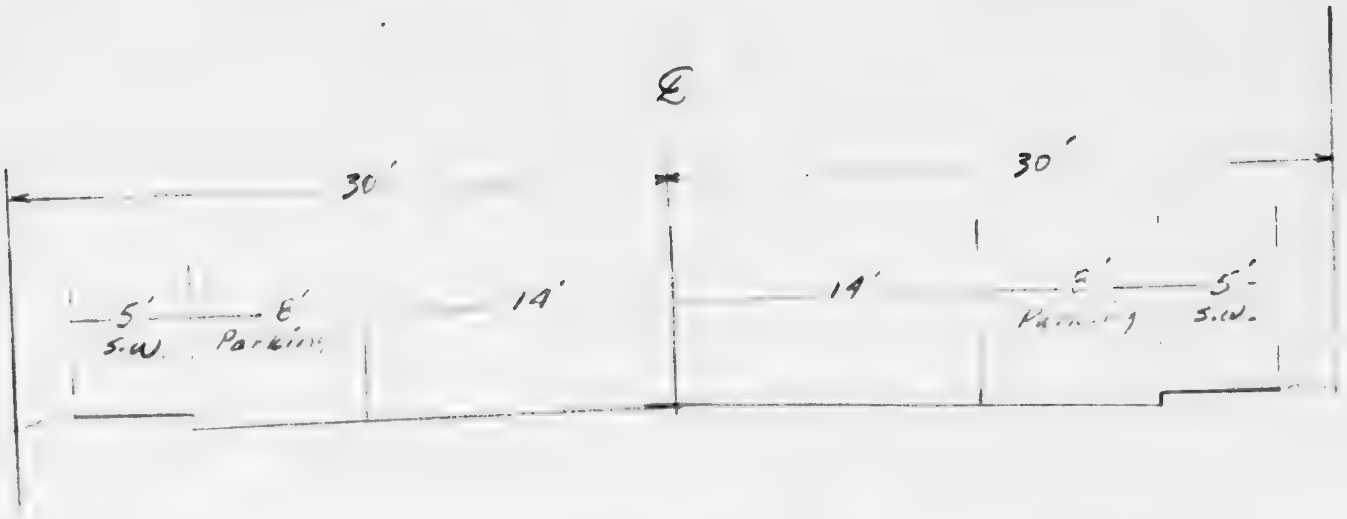
By City Administrator By ______

By ______

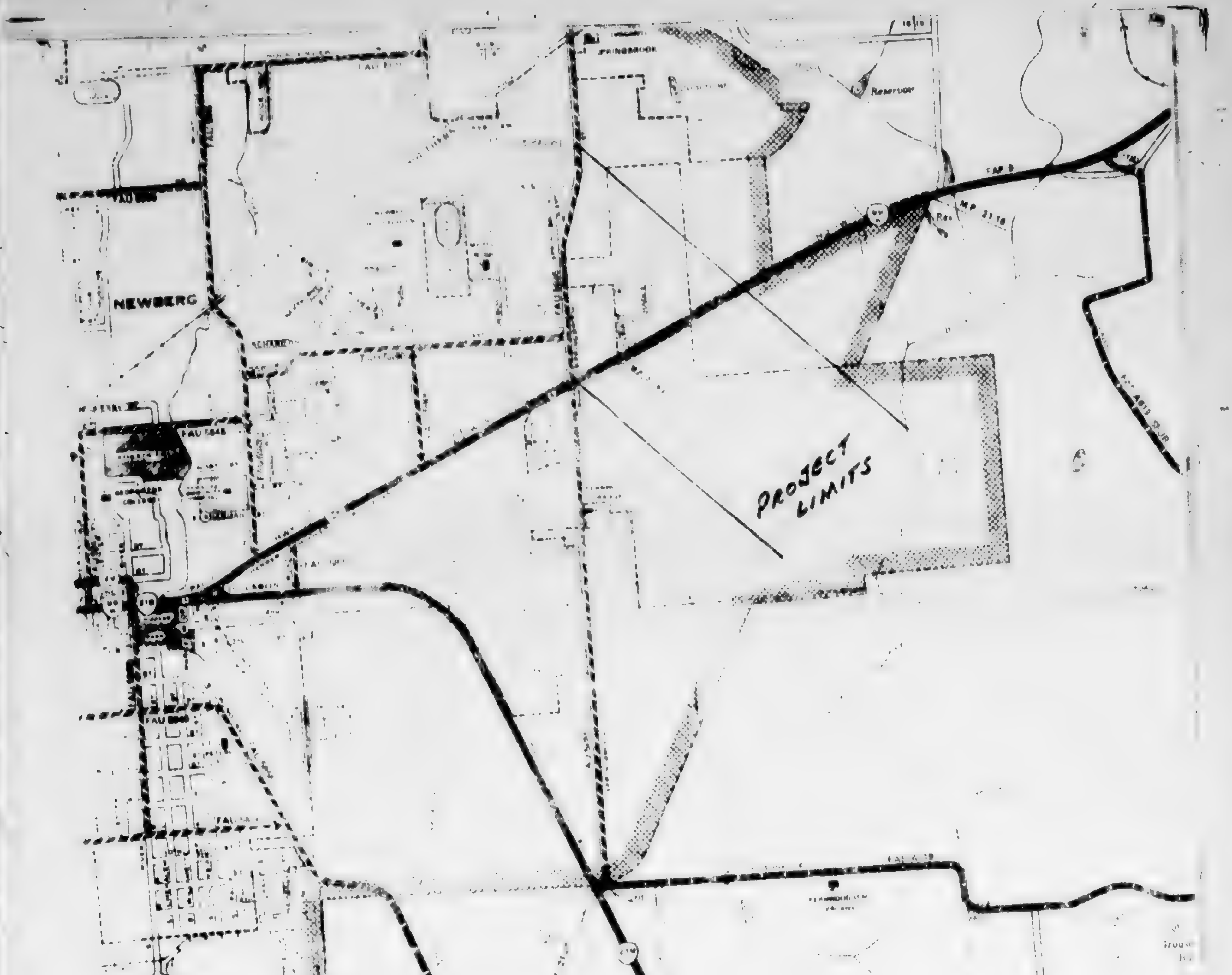
(1976)


℄
R/W
R/W
30'
30'
E.P.
E.P.
11'
11'

SPRINGBROOK ST.
Existing section


℄
30'
30'
5'
8'
S.W.
Parking
14'
14'
8'
5'
Parking
S.W.

SPRINGBROOK ST.
Proposed section


SPRINGBROOK
Reservoir
NEWBERG
FAP 9
MP 21.10
FAU 1710
PROJECT LIMITS
RIVER

NEWBERG
URBAN AREA MAP

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISI
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPOR
FEDERAL HIGHWAY ADMINISTRA

Revised November 1975

SCALE IN FEET
800 1600 2400

OREGON STATE HIGHWAY DIVISIC
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 4, 1978

Section 16 T3S R2W W.M.

Unit (if appl)

County Yamhill

City Newberg

Highway Springbrook Street

State Hwy. No.

Termini: M.P.(if appl) Middlebrook Drive

Length 2600 feet

Region

Construction Estimate $255,000.00
Program Amount

B. Purpose of Project:

Improve traffic safety and provide facilities for expected increase in traffic.

C. Origin & History of Project:

This project was given the highest priority by the City Council of the City of Newberg. It is planned to ultimately tie 99N to a proposed east-west arterial across the northern portion of the City.

D. General Description of Project:

Widen existing Springbrook Street to a 44 foot roadway with sidewalks anc curbs and gutters on a 80 foot right-of-way.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 2 ; Med. No ; Shldrs. Yes ; Parking Yes

Traffic: Existing Facility: Existing ADT ______ ; Projected ADT ______ ; Yr. ______

Existing Level of Service ______

Proposed Facility: Projected ADT ______ ; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 9

Acres 0.70 ; Type of Relocation Req. None ; No. 0

Materials Source, Borrow, Waste Disposal Requirements, if any:

None

Type of Structure(s):

Brief Description of River or Stream and Type of Involvement, if any:

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Springbrook Street is located in the northeastern area of Newberg. This area is characterized by a variety of urban land uses, and vacant, but potentially urbanizable land. In the past year, four subdivisions have been approved in the area. Rapid development of the area is expected to continue, including commercial development near Highway 99W, and industrial development to the north near the Southern Pacific railroad.

The City of Newberg Inventory of Natural and Cultural Resources has not identified any significant natural areas, wildlife habitats or scenic areas in the vicinity of this project.

2. Cultural: According to the City of Newberg Inventory of Natural and Cultural Resources there are no known archeological sites in the area. However, detailed survey has not been made. It is doubtful that road construction would disturb any archeological sites.

There are no significant ethnic or cultural areas in the vicinity of this project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right of way acquisition will not involve relocation of existing structures or reduction of property below minimum lot sizes.

2. Estimated Impact on Traffic Patterns: Traffic patterns will not be changed by this project. However, the carrying capacity of the current roadway will be improved. This improvement is essintial in order to provide adequate traffic flow in a rapidly developing area.

Consequences--Air Quality, Noise, Safety, etc.: By providing better traffic flow, air quality should improve slightly. However, current traffic levels, and speed do not indicate that this area falls below air quality standards. Safety will be improved, while noise levels will not be significantly affected by this project.

3. Estimated Impact on Land Use: Land use decisions have already been made in this area which facilitate the need for this project. This street carries a significant amount of traffic destined for the industrial area to the north. In addition, recent residential building activity has placed an additional burden on this substandard street.

Consequences: The construction of this project will have a positive impact on land use, and will facilitate implementation of the local land use plan.

4. Expected Impact on Natural Ecological Resources: There is no expected impact upon Ecological Resources. Previous development activity has committed this area to urban land use.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: This project will not have significant impacts upon cultural or scenic resources. According to the City of Newberg Inventory of Natural and Cultural Resources there are no such sites in the area of the project.

Consequences:

6. Preliminary Identification of Areas of Critical Concern: None have been identified.

7. Potential for Controversial Issues: None have been identified.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans - Newberg does not have a Clean Air Implementation Plan. However, based upon traffic volumes & vehicle speed, no significant impacts will occur relating to air quality standards.

b. Noise Standards - No significant impacts on noise levels have been identified as a result of this project.

c. Water Quality Standards - This project will not significantly impact water quality in area streams. Storm drainage in this area will be consistent with the master drainage plan for Newberg.

d. Area Land Use and Transportation Plans, and Zoning - This project is an essential project to implement the local Comprehensive Plan. Zoning and land use in the area is based upon this street being improved to the proposed standards.

C. Recommended Type of Action and Documentation: Non Major Action

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

YAMHILL COUNTY
Oregon

BOARD OF COMMISSIONERS

May 12, 1977

RECEIVED
MAY 16 1977
CITY OF NEWBERG, ORE.
OFFICE OF RECORDER

Mr. M. C. Gilbert
City Administrator
City of Newberg
414 East First Street
Newberg, Oregon 97132

Dear Mr. Gilbert:

Subject: Proposed improvements on Springbrook Street from Highway 99W to Middlebrook Drive.

We have reviewed your request concerning funding of street improvements for the FAU System and do approve and concur with your request to improve Springbrook Street from Highway 99W to Middlebrook Drive.

We feel this project should have a high priority.

Sincerely,

Ted Lopuszynski
TED LOPUSZYNSKI, Chairman
Yamhill County Board of Commissioners

TL:js

cc: Dennis R. West, County Engineer

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

NOTED
E. S. HUNTER

G. L. Green
H. S. ~~Coulter~~
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
C. O. Fredrickson
Rick Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

STATE A-95 REVIEW CONCLUSIONS

Yamhill Co.

APPLICANT: State Highway Division (#70425,70426,70427)

PROJECT TITLE: Dist. 3, FY 77 Annual Program

DATE: October 27, 1976

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7610 2 360

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY. ENGR.
NOV 2 '76
REFER TO
FOR
D/R Sign

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

[illegible]
[illegible]
[illegible]

9-29-76
BEN GIFFORD

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
OCT 12 1976
STATE SOIL AND WATER
CONSERVATION COMMISSION

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator   Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 360   Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

District 3, FY1977 Annual Program Prj. Review

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Yamhill SWCD recommends that: all raodside ditches and cut banks be constructed with slopes suitable for seeding with adapted plant materials to prevent soil erosoio and suitable for maintenance by mowing of flailing; that construction sites be protected from erosion and sedimentation until plant materials are established and th excess or side-cast soil material ~~a~~ be kept out of flood prone areas and protected by seeding to adapted species. Where road projects adjoin cropland, provision should be made to protect any existing underground drains.

Agency Soil + Water   By Charles V. Liles 9.23

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 360 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

The proposed project will require a Division of State Lands' fill permit. At that time, agency policy and stipulations will be developed.

Agency Fish + Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 10/22/76

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
OCT 12 1976

PNRS STATE REVIEW

Project #: 7610 2 360 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) It has adverse effects.

(✓) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

The attached information is not sufficient to determine if an Indirect Source Construction Permit is required.

Agency DEQ By Anthony J George Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF
LAND CONSERVATION
AND DEVELOPMENT
OCT 12 1976
SALEM

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7610 2 360 Due Date: OCT 22 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

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( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By Dave [illegible] for John Gustafson

PROJECT # 7610-2-360

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the City of Newberg comprehensive plan and efforts to update the plan (i.e. the city's compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the statewide land use goals, particularly the relationship between #11: Public Facilities and Services, #12: Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

DH:jh

(#2) 9100

Item: 7042 70426, 70427

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 29, 1976

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley Council
of Governments
Room 305, Civic Center
Salem, OR 97301

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: District 3,
FY 77 Annual Program Projects
for Review

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 25, 1976.

BLG:bb

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart

Region Engineer: C. O. Fredrickson
District Engineer: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO
FOR
Inves R/D D.R Sign File

Item: 70425 70426, 70427

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 District 3, FY 1977 Annual Program Projects for Review			
11	12] PROJECT LOCATION—CITY See Attachment	PROJECT LOCATION—COUNTY See Attachment	PROJECT LOCATION [79 SEC: T: R: See Attachment	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Please refer to the attached information covering proposed construction

06 12] projects which funds are anticipated to be obligated during the fiscal [71

07 12] year October 1-September 30, 1977. Items 70425, 70426, 70427. [71

08 12] [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	248,777	---	20,249	20,249	---	289,275

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 U.S.C. Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 29, 1976

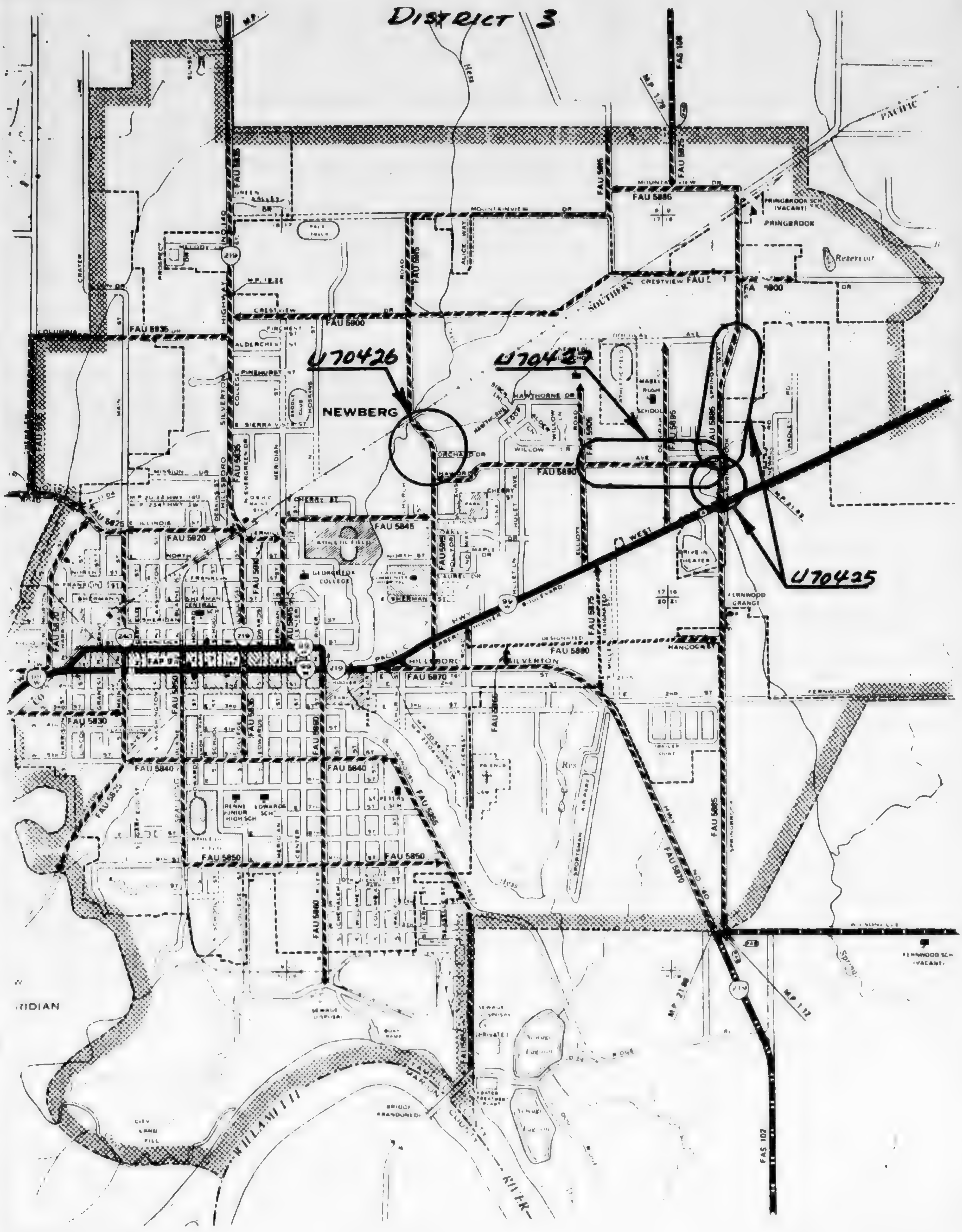
(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	October	25	1976

DISTRICT 3


U70426
U70427
U70425
NEWBERG
FAU 5935
FAU 5900
FAU 5885
FAU 5895
FAU 5890
FAU 5845
FAU 5920
FAU 5825
FAU 5830
FAU 5840
FAU 5850
FAU 5860
FAU 5870
FAU 5880
FAU 5875
FAU 5905
FAU 5865
FAU 5835
FAS 108
FAS 102
CRESTVIEW
MOUNTAINVIEW DR
ORCHARD DR
WILLOW
HAWTHORNE DR
SPRINGBROOK
PRINGBROOK SCH (VACANT)
Reservoir
GEORGE FOX COLLEGE
ATHLETIC FIELD
MABEL RUSH SCHOOL
FERNWOOD GRANGE
HANCOCK
FERNWOOD
HILLSBORO
SILVERTON
PACIFIC
SOUTHERN
WEST
HWY
BOULEVARD
RENNE JUNIOR HIGH SCH
EDWARDS SCH
ST PETERS SCH
SEWAGE DISPOSAL
CITY LAND FILL
WILLAMETTE
RIVER
MARION
COUNTY
BRIDGE ABANDONED
Sewage Lagoon
FERNWOOD SCH (VACANT)
WILSONVILLE
MERIDIAN
COLUMBIA
ELLIOTT
MP 1.78
MP 21.00
MP 1.12
MP 21.92
219
240
99W

Item: 70425 70426, 70427

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: District 3, FY 1977 Annual Program Projects for Review

11 12] PROJECT LOCATION—CITY: See Attachment — PROJECT LOCATION—COUNTY: See Attachment — PROJECT LOCATION SEC: T: R: [79: See Attachment

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Please refer to the attached information covering proposed construction [71

06 12] projects which funds are anticipated to be obligated during the fiscal [71

07 12] year October 1-September 30, 1977. Items 70425, 70426, 70427. [71

08 12] [71

09 12] [71

10 12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	248,777	---	20,249	20,249	---	289,275

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 U.S.C. Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Sept. 29, 1976

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October — 43] DAY [44: 25 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 29, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

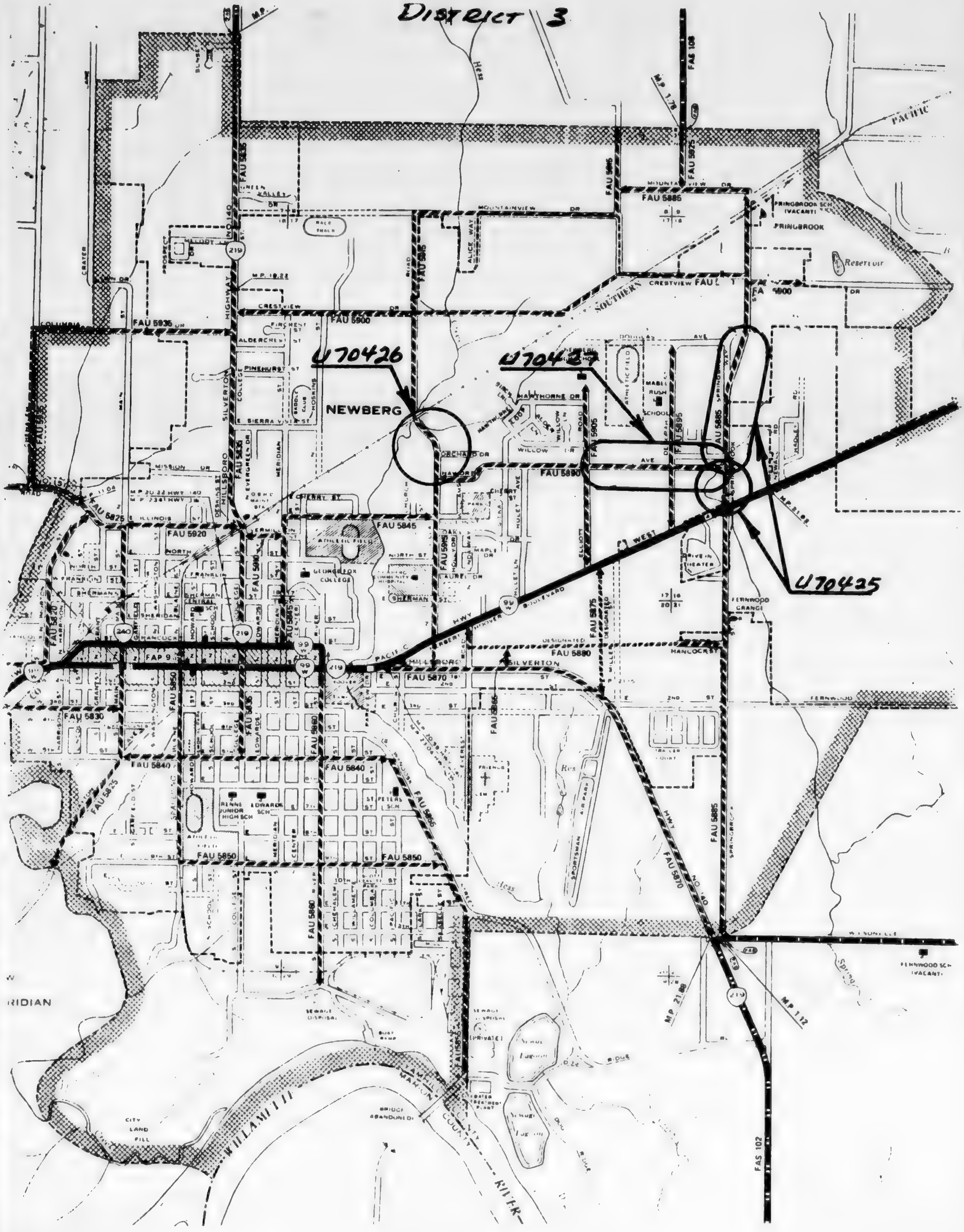
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) Oregon's Action Plan classifies the environmental impact as Category 3 Non Major.

DISTRICT 3


U70426
U70427
U70425
NEWBERG
FAU 5900
FAU 5885
FAU 5935
FAU 5925
FAU 5920
FAU 5845
FAU 5880
FAU 5870
FAU 5850
FAU 5840
FAU 5830
FAU 5860
FAU 5875
FAU 5895
FAU 5905
FAU 5815
FAS 102
FAS 108
FAP 9
219
240
99W
PACIFIC
SOUTHERN PACIFIC
CRESTVIEW
MOUNTAINVIEW DR
SPRINGBROOK
SPRINGBROOK SCH (VACANT)
Reservoir
GEORGE FOX COLLEGE
ATHLETIC FIELD
RENNE JUNIOR HIGH SCH
EDWARDS SCH
ST PETERS SCH
MABEL RUSH SCHOOL
FERNWOOD GRANGE
FERNWOOD SCH (VACANT)
DRIVE IN THEATER
SPORTSMAN AIRPARK
CITY LAND FILL
SEWAGE DISPOSAL
WATER TREATMENT PLANT
BRIDGE ABANDONED
WILLAMETTE RIVER
YAMHILL COUNTY
MARION COUNTY
MERIDIAN
HESS
SPRING
HANCOCK
FERNWOOD
WILSONVILLE
M.P. 21.88
M.P. 1.12
M.P. 1.78
M.P. 18.22
M.P. 21.86

70425

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

Proposed Applicant: City of Newberg

Type of Federal Funds: FAU

Street or Road: Springbrook Street F.A. Route No. 5885

Section: Highway 99W to Haworth Avenue Length: 500 ft.

Type of Work Involved:

	Yes	No
Grading	X	
Paving	X	
Structures		X
Signals		X
Illumination	X	
Railroad Protection		X
Right-of-Way	X	
Preliminary Engineering	X	
Other: Storm Drainage & Curbing	X	

* * * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	X		$ 6,670
Right-of-Way			$ 3,804
Construction			$ 22,875

Remarks: 40 ft. paved street to serve subdivisions and industrial parks.

Present roadway is narrow and inadequate.

By

Title City Administrator

Date June 15, 1976

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5/17/76

IB

PROPOSED FISCAL YEAR 1977 PROJECT INFORMATION

# 70425

Proposed Applicant: City of Newberg, Oregon

Type of Federal Funds: FAS

Street or Road: Springbrook Street F.A. Route No. S385

Section: Haworth Avenue to Douglas Avenue Length: 1700 ft.

Type of Work Involved:	Yes	No
Grading	X	
Paving	X	
Structures		X
Signals		X
Illumination	X	
Railroad Protection		X
Right-of-Way	X	
Preliminary Engineering	X	
Other: Storm Drainage & Curbing	X	

* * * * * * * * * * *

Phases of Work (Only include phases of work that you anticipate proceeding with during fiscal year 1977):

Phase	Yes	No	Total Cost
Preliminary Engineering	X		$ 22,444
Right-of-Way			$ 12,003
Construction			$ 77,775

Remarks: 40 ft. paved street to serve subdivisions and industrial parks. Present roadway is narrow and inadequate.

By McTillier

Title City Administrator

Date June 15,1976

RECEIVED
[illegible] SECTION
JUN 20 1976

1033 ecb

RU:sch
5/17/76

1980 Division St. N.E.-Trade St. 9101
S.E. (Salem) Sec. of FAU Rt. 1705
(Front St.) (Gr., pav. & signing) #6

CHA 6119 6·20·79

1131

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 6-24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
PROJECT REPORT NUMBER	6-6-86	Project Number IX-1705(3)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,504,225	$ 5,368,412
Federal funds	$ 4,675,000	$ 4,563,148.26
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 29, 1986

FEDERAL AID PROJECT NO. IX-1705(3)

DIVISION ST. N.E.-TRADE ST. S.E. (SALEM)
FRONT STREET, SALEM
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE
~~(To Add Third Contract)~~

TYPE CODE 6204
ROADWAY (Sta. 17+50 thru. Eq. 62+61.40 bk. = Sta. 0+84 to Sta. 13+75)
(Contract #9101)

Contract Amount $4,206,262.00

TYPE CODE Y030
ILLUMINATION (CONTRACT #9129)

Contract Amount $ 403,626.00

TYPE CODE Y031
TRAFFIC SIGNALS (CONTRACT #9129)

Contract Amount $ 577,992.00

TYPE CODE Y033
SIGNAL MODIFICATIONS, 2 INTERCHANGES (Contract #9569)

Contract Amount $ 17,717.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway Contract No. 9101	823	$4,206,262.00	$3,575,322.00	$630,940.00
Illumination Contract No. 9129	823	403,626.00	343,082.00	60,544.00
Traffic Signals Contract No. 9569	823	577,992.00	491,293.00	86,699.00
SUBTOTAL		$5,187,880.00	$4,409,697.00	$778,183.00
Traffic Signals	823	17,717.00	15,059.00 *	2,658.00
SUBTOTAL		$5,205,597.00	$4,424,756.00	$780,841.00
Reserve	823	162,815.00	138,392.26	24,422.74
TOTAL		$5,368,412.00	$4,563,148.26	$805,263.74

* Limited Federal Participation to $19,337.00

Group 1: 91%; Group 9: 9%
Contract No. 9101
Prefix: 324-1925
Prefix: C09101

Group 1: 100%
Contract No. 9129
Prefix: 324-1925
Prefix: C09129

Group 1: 100%; /See IX-1705(4)/
Contract No. 9569
Prefix: 324-1075(3) /Special Prefix/
Prefix: C09569

RLC:pf

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
PROJECT REPORT NUMBER		Project Number IX-1705(3)
MODIFICATION NUMBER 2	6-6-86	

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Federal funds	$ 4,675,000	$ 4,548,089.26
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 29, 1986

FEDERAL AID PROJECT NO. IX-1705(3)

DIVISION ST. N.E.-TRADE ST. S.E. (SALEM)
FRONT STREET, SALEM
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
ROADWAY (Sta. 17+50 thru. Eq. 62+61.40 bk. = Sta. 0+84 to Sta. 13+75) (Contract #9101)

Contract Amount $4,206,262.00

TYPE CODE Y030
ILLUMINATION (CONTRACT #9129)

Contract Amount $ 403,626.00

TYPE CODE Y031
TRAFFIC SIGNALS (CONTRACT #9129)

Contract Amount $ 577,992.00

TYPE CODE Y033
SIGNAL MODIFICATIONS, 2 INTERCHANGES (Contract #9569)

Contract Amount $ 17,717.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS		CITY FUNDS
Roadway Contract No. 9101	823	$4,206,262.00	$3,575,322.00		$630,940.00
Illumination Contract No. 9129	823	403,626.00	343,082.00		60,544.00
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SUBTOTAL		$5,187,880.00	$4,409,697.00		$778,183.00
Traffic Signals	823	17,717.00	15,059.00	*	2,658.00
SUBTOTAL		$5,205,597.00	$4,424,756.00		$780,841.00
Reserve	823	145,098.00	123,333.26		21,764.47
TOTAL		$5,350,695.00	$4,548,089.26		$802,605.74

* Limited Federal Participation to $19,337.00

Group 1: 91%; Group 9: 9%
Contract No. 9101
Prefix: 324-1925
Prefix: C09101

Group 1: 100%
Contract No. 9129
Prefix: 324-1925
Prefix: C09129

Group 1: 100%; /See IX-1705(4)/
Contract No. 9569
Prefix: 324-1075(3) /Special Prefix/
Prefix: C09569

RLC:pf

rll

U.S. Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

ATE COPY

11- [illegible]

REGION NO. 10	REPORT NO. 5	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 11/9/84	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. IX-1705(3)
COMPLETION DATE (Actual) 9/23/81	ACCEPTANCE DATE BY CONRTACT AGENCY 6/17/82	TIME ELAPSED 100 %	CONTRACT TIME 540 CD

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DIVISION STREET NE - TRADE STREET SE
FRONT STREET (SALEM)
Grading, Paving & Drainage

This project provided for construction of CBD bypass facility in Salem, Oregon. To accomplish this, the railroad was removed from the middle of a local street and a "Parkway" type divided 4 lane facility was constructed.

There were no major cost overruns or underruns and no contract claims.

A final inspection of the completed project was made September 14, 1981.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 20 '84
REFER TO
Fredrickson
FOR
Info | Inse | R/D | D.R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE W. H. Kappus Original Signed By WILLIAM H KAPPUS Area Engineer	SIGNATURE G. K. Hossner
TITLE Area Engineer DATE 11/6/84	TITLE Field Operations Engineer DATE 11/9/84

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: Duane O. Christensen
Region 2 Engineer

DATE: April 23, 1984

FROM: Keith Martin, P.E., P.L.S.
Contract Claims Coordinator

SUBJECT: Project Record Retention
Division St. NE-Trade St. SE Section
Front Street, City of Salem
Contract No. 9101

My letter of June 7, 1983 asked you to retain all records related to the subject project until further notice.

We have reached a favorable settlement of this dispute. Since the time for appeal has passed, you may resume normal record retention and destruction procedures.

KM:mk

cc:
- Les Hampton
- H. S. Coulter
- W. E. Schwartz
- Jack Sollis
- Ed Hunter
- Jack Sullivan
- Cliff Lehman
- Robert Gormsen
- Gary Potter
- J. H. Versteeg
- Frank Terpin
- Walter Hart
- Phyllis Lannigan
- Merle Anderson

KM/M06

Contains Recycled Materials

734-970

Highway Division

FILED
COURT OF APPEALS

JAN 11 1984

STATE COURT ADMINISTRATOR
By ______________ Deputy

IN THE COURT OF APPEALS OF THE STATE OF OREGON

H.S. COULTER

ARGO INVESTMENT CORP.,
an Oregon corporation,

Appellant,

v.

THE STATE OF OREGON, by and
through its DEPARTMENT OF
TRANSPORTATION and THE CITY
OF SALEM, a municipal corporation,

Respondents.

PIONEER TRUST COMPANY, an
Oregon corporation, in its
capacity as trustee under the
Last Will and Testament of
T. B. Jones, Deceased,

Appellant,

v.

THE STATE OF OREGON, by and
through its DEPARTMENT OF
TRANSPORTATION, and THE CITY
OF SALEM, a municipal corporation,

Respondents.

(125517, 125518; CA A26001 (Control), CA A26002)
(Cases Consolidated)

Appeal from Circuit Court, Marion County.

Rodney W. Miller, Judge Pro Tempore.

Argued and submitted June 3, 1983.

LARGO

RECEIVED
STAT. HWY ENGR
1 '84
REFER TO
FOR
Info Act

A. B. Cummins, Jr. and Geo. A. Rhoten, Salem, argued the cause for appellants. With them on the brief was Rhoten, Rhoten & Speerstra, Salem.

Virginia L. Linder, Assistant Attorney General, Salem, argued the cause for respondent State of Oregon. With her on the brief was Dave Frohnmayer, Attorney General, Stanton F. Long, Deputy Attorney General, and William F. Gary, Solicitor General, Salem.

David J. DeMartino, Assistant City Attorney, Salem, argued the cause for respondent City of Salem. With him on the brief was William J. Juza, City Attorney, Salem.

Before Buttler, Presiding Judge, and Warren and Rossman, Judges.

WARREN, J.

Affirmed.

FILED: January 11, 1984

COSTS SHEET

Case Name: Argo Investment v. State of Oregon

Court of Appeals Case Number CA A26001 (Control); CA A26002

Trial Court or Agency Case Number 125517 and 125518 (C)

The prevailing parties are respondents.

[ ] No costs are awarded.

[X] Costs are awarded to the prevailing party.

The parties responsible for paying costs are appellants

****

The following entries will be made as appropriate at the time that the appellate court decision is enforceable. Attorneys see Rules 11.03, 11.05 and 11.10.

It is therefore ordered that the prevailing party recovers from ______________________

costs and disbursements on appeal taxed at $__________,

and the further sum $__________ as attorney fees.

The Supreme Court denied petition for review on __________

Date appellate court decision is enforceable: __________

WARREN, J.

Argo Investment Corporation and Pioneer Trust Company (plaintiffs) brought inverse condemnation actions against the City of Salem (City) and the State of Oregon (State), alleging that their respective business properties were diminished in value by the closing of Center Street N.E. (Center) at Front Street N.E. (Front) in Salem and that the street closure was a compensable taking of plaintiffs' properties. Plaintiffs appeal from judgments, entered after trial to the court, dismissing their claims against each of defendants. The issue presented is whether the closure amounts to a taking of plaintiffs' properties, entitling each of them to just compensation from the City, the State or both.

Plaintiffs' commercial property abuts Center. Before October 9, 1980, Center was a two-way street with direct access between Center and Front. As a result of the changes made to Center as part of the Front Street Bypass Project,[1] Center became a cul-de-sac, that is, a dead-end, two-way street, preventing traffic access directly from Front onto Center. Access from plaintiffs' property onto Center or Front has not been eliminated, but in order to drive from Front to Center in an automobile after the street closure, plaintiffs and their customers must take a more circuitous route.

Plaintiffs argue that the impairment of the traffic flow to their businesses constitutes a substantial interference with the highest and best use of their property and a compensable taking. We find no merit in this claim. It is a reasonable exercise of the City's police power to change a public road to provide for public safety or convenience. *Oregon Investment Co. v. Schrunk*, 242 Or 63, 73, 408 P2d 89 (1965). Evidence was presented that Center at Front was closed to regulate traffic as part of the Front Street Bypass Project. Plaintiffs continue to have access to their property for the principal purpose for which it is used. The fact that traffic has to use a more circuitous route to obtain access to Center from Front may be inconvenient, affecting the use, but it does not rise to the constitutional magnitude requiring compensation. *Douglas County v. Briggs*, 286 Or 151, 157, 593 P2d 1115 (1979). A landowner is not entitled to compensation under eminent domain for the circuity of a route resulting from the construction of a limited access highway. *Highway Com. v. Central Paving Co.*, 240 Or 71, 74, 399 P2d 1091 (1965); *State Highway Comm. v. Hazapis*, 3 Or App 282, 286, 472 P2d 831, *rev den* (1970). The trial judge was correct in dismissing plaintiffs' claims against the City.

In 1977, the City entered into a "99E Redesignation Agreement" with the State, which provides:

> "For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the safe and expeditious flow of traffic, State and City plan and propose to improve portions of Pine, Commercial, Liberty, Front, Ferry and Trade Streets to acceptable standards for redesignation of the route of Pacific Highway East, State Primary Highway No. 1E, to accommodate highway traffic volumes along said streets." (Emphasis supplied.)

Plaintiffs claim that Center was closed by the State pursuant to this agreement between the City and the State, thus entitling them to compensation for the diminished value of their respective properties under ORS 373.050 and 373.060.[2] ORS 373.060(1) provides for compensation by the State when street closures are effected pursuant to ORS 373.050. As applied to this case, ORS 373.050 allows the State Department of Transportation to close any street at the point where it intersects with a state highway designated under ORS 373.010[3] by entering into a formal agreement with the municipal authorities of a city set out in a resolution or ordinance of the city. The statute further requires that, before the street can be closed, the city must comply with all city ordinances and charter provisions pertaining to the closing of streets in the city, and the State Department of Transportation must find and declare by resolution that the proposed street closing is necessary for the safety of the general public or the more expeditious and orderly movement of traffic or both. ORS 373.050(2) and (3). When all the requirements of ORS 373.050 and 373.060 have been met, the owner of real property abutting a city street which becomes a cul-de-sac may recover damages from the State. State Highway Comm. v. Hazapis, supra, 3 Or App at 288.

The closing of Center was not effected pursuant to ORS 373.050. There is no evidence that Front at the time of trial had been designated as a state highway under ORS 373.010, that the state investigated and declared the closing necessary for public safety or orderly traffic movement or that the state entered into a formal agreement with city authorities set out in a resolution or ordinance designating the closing of Center. We find no merit in plaintiffs' contention that the "99E Redesignation Agreement" constitutes a "de facto" resolution fulfilling the necessary requirements of ORS 373.050. The agreement contains no mention whatsoever of the closing of Center at Front. The statutory language is clear, and liability can be imposed only when the legislatively required conditions precedent have been met. Because Center was not closed, as provided in ORS 373.050, the court properly found that plaintiffs had no cause of action against the State under ORS 373.060(1). What was done was done by the City under its police power; there was no compensable taking.

Affirmed.

FOOTNOTES

1

The Front Street Bypass Project is a part of and developed from the Central Salem Development Program prepared under a grant to the City from the United States Department of Housing and Urban Development.

2

ORS 373.050 provides:

> "(1) Whenever the Department of Transportation has located a highway in, into or through the corporate limits of a city upon or over an alignment or route not theretofore comprising a city street and has acquired the necessary rights of way therefor and constructed a highway thereover, or whenever the department, pursuant to ORS 373.010 has selected and designated streets over which to route a state highway within an incorporated city, the department may close any street at the point where it intersects or is intersected by the state highway or by the streets selected and designated as the route of a state highway, by a formal agreement with the municipal authorities of a city set out in a resolution or ordinance of the city, designating the particular streets to be closed by name and intersection.
>
> "(2) Before any municipal authorities enter into any such formal agreement with the department, such municipal authorities shall comply with all city ordinances or charter provisions pertaining to the closing of streets in the city.
>
> "(3) Before the street can be closed or dead-ended, the department shall, after investigation, find and declare by resolution that the closing of the street at the point of intersection is

necessary in order to provide safety for the general public or will contribute to a more expeditious and orderly movement of traffic, or both."

ORS 373.060(1) provides:

"If by the closing of any street as provided in ORS 373.050, real property abutting on the intersected street between the point of intersection and the next street, but in no event beyond a point 300 feet from the point of intersection, is damaged, any person having any right, title or interest in any such real property has a cause of action against the state to enforce payment of such compensation or damages."

3

ORS 373.010 provides:

"Whenever the route of any state highway passes through the corporate limits of any city of this state, the Department of Transportation:

"(1) Shall select and designate the streets of the city over which the state highway shall be routed.

"(2) Shall erect and maintain such road and other signs on and along such streets at such places and of such material and design as it may select.

"(3) May alter or change such routing when in its opinion the interests of the motoring public will be better served."

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/9/83
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION
Division Street NE - Trade Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required as requested by Mr. Keasey's letter of 6/10/83 this will confirm the date of 6/9/83 as date of Notice of Contractor's Claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $8,000 Federal Funds $6,800.
(SFO #16) (Contract 9101)

RECEIVED
STATE HWY ENGR
JUN 24 '83
REFER TO
FOR

14. DATE 6/22/83
15. SIGNATURE
16. TITLE for Division Administrator

9101

June 21, 1983

CON 5
#9101

Mr. Sam Justice
Attorney at Law
400 Oregon National Building
610 S.W. Alder
Portland, OR 97205

Dear Mr. Justice:

On April 27, 1983, we mailed to you a copy of Contract No. 9101 awarded to R. A. Hatch Company for work on Division Street N.E.-Trade Street S.E. (Salem) Project in Marion County.

We were wondering if you had received this contract as we have not received a check in the amount of $31.90 to cover the expense of reproducing it.

If you did not receive this contract, please advise. My address if 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Rec'd check
6/30/83
sent to
acct with
its billing
form
Fn

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
STATE HWY ENGR
JUN 3 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

June 1, 1983

NOTED
H.S. COULTER

H. Scott Coulter
State Highway Engineer
Highway Division
140 Transportation Building
Salem, Oregon 97310

Re: R. A. Hatch Co. v. State

Dear Mr. Coulter:

This is to inform you that the above entitled matter has been filed in Marion County Circuit Court. Named defendants include State of Oregon, Department of Transportation, Highway Division.

The matter concerns a contract claim by plaintiff contractor concerning construction of a portion of Front Street in Salem, specifically an underground irrigation system.

I have assigned this case to Trial Attorney Les Hampton, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj
cc: Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Contains Recycled Materials

9101

April 27, 1983

Mr. Sam Justice
Attorney at Law
400 Oregon National Building
610 S.W. Alder
Portland, OR 97205

CON 5
#9101

Dear Mr. Justice:

As requested, we are enclosing a certified copy of Contract No. 9101 awarded to R. A. Hatch Company for work on Division Street N.E.-Trade Street S.E. (Salem) Project in Marion County.

As discussed on the phone, there was not an extra copy of this contract and it was necessary to xerox. There is a charge of $31.90 as follows:

Initial charge	$ 5.00
10 minutes extra	1.50
10 cents per page	25.40
	$31.90

Please mail your check to 121 Transportation Building, Salem, OR 97310 and make it payable to the Department of Transportation, Highway Division.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn/ks
Enclosure

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1704(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/1/80
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street NE - Trade Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Correct authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 3/9/83 and based on the documentation submitted I approve the corrected date of May 1, 1980 for authorization to proceed for S.F. #12 which represents work performed by City of Salem forces.

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO Swan
FOR
Info | Inst | R/D | D R | Sign | Act | File

14. DATE 3/11/83
15. SIGNATURE OF APPROVING OFFICIAL Walach
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9101

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No
CON

December 27, 1982

R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Contract Claim
Division Street N.E.-Trade Street S.E. (Salem)
Contract No. 9101

A thorough review of the two claims submitted on behalf of Carl Alleman has been completed. Recommendations from the Contract Review Board have been received.

Mr. Alleman requested additional compensation of $23,672.30 for installation of the irrigation system in the "sod lawn" areas south of Division Street. He claimed his bid was based on installing the system in a bed of topsoil which would allow the use of a trenching machine. Under contract, the system was installed into existing ground, requiring hand work.

The bidding plans did not indicate the sod lawn areas were to be excavated and 20 inches of topsoil placed thereon. Mr. Alleman did not question this during installation of the irrigation system. Written notice of a claim alleging a change in the scope of the work was not made until nearly ten months after the work was completed. For these reasons, this claim is denied.

The second claim requested return of the approximately $964 withheld as credit for a reduction in the amount of fertilizer used per vine. Mr. Alleman is to be commended for his research and recommendation to reduce the amount of fertilize However, since all parties signed the original price agreement in good faith, I am also denying this claim.

H. S. Coulter, P.E.
State Highway Engineer

JS:ji

bc: R. L. Schroeder
R. N. Bothman
D. H. Moehring
Jack Sollis
O. B. Jackmond
G. W. Wimer
Jack Sullivan

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO
CON

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: H. S. Coulter
State Highway Engineer

DATE: December 23, 1982

FROM: R. L. Schroeder
Maintenance Engineer

SUBJECT: Contract Claim
Division Street N.E.-Trade Street S.E. (Salem)
Contract No. 9101

Carl Alleman, Landscaping Subcontractor, submitted two claims through R. A. Hatch, the prime contractor on this project. One claim requested additional compensation for installation of the irrigation system in the "sod lawn area" south of Division Street. The second claim requested return of the credit provided the State under Price Agreement 26 for a reduction in the amount of fertilizer.

In attendance for the contractor were Richard Hatch, Carl Alleman, and Daniel Seifer of the Kobin and Meyer law firm. Jerry Wimer, Bryant Jackmond, and Cliff Lehman represented OSHD and Tim Wood, the Department of Justice.

Board members present were Bob Schroeder, Bob Bothman, and Dave Moehring.

FINDINGS

A. Irrigation System Claim

Plans showed the irrigation system to be installed in the median, planting strip and "sod lawn" areas. Typical sections in the bidding plans showed topsoil was to be placed in median areas and between curbs and sidewalks. The typicals did not extend into the sod lawn areas in question.

Carl Alleman Landscaping claimed the plans were not clear regarding topsoil in the "sod lawn" areas. Alleman stated he had contacted the Resident Engineer during bidding and claimed that the engineer had indicated topsoil would be required in these areas. Thus, he claimed he bid the irrigation system work in the sod lawn areas south of Division Street based on adding 20 inches of topsoil to these areas. Since the specifications require 15 inches of cover over the pipes, Alleman assumed he would trench the pipe into the topsoil.

Under construction, Hatch started to excavate these areas but was stopped by OSHD. Minor quantities of topsoil were added for leveling the surface. Alleman indicated he had to hand dig the system into original ground, unable to utilize a trenching machine. Obstructions and utilities were encountered. Alleman claimed the scope of work was changed under contract. Thus, he requested an additional $23,672.30 for the extra work caused by the alleged change in plans.

OSHD stated if excavation and topsoil in the sod lawn areas was intended, these would have been shown in the plans. No excavation or topsoil was shown in these areas. OSHD further stated that the standard specifications do not call for topsoil to be added in constructing sod lawns. Rather, soil conditioners and fertilizers are to be added to the area and worked into the soil prior to placing the sod. OSHD claimed that the Resident Engineer did not specifically tell Alleman that the sod lawn areas would require topsoil as Alleman stated.

OSHD also stated the claim should be denied because Alleman did not give notice at the time of the installation that they disagreed with the plans. Thus, OSHD was unable to keep records or take other measures. The project was awarded in March 1980. Irrigation system work in question was completed by March 1981. The first written notice of claim was made December 9, 1981.

B. Fertilizer Claim

Alleman stated that he requested OSHD reduce the specified amount of fertilizer for the vines from 20 gr. to 5 gr. He believed, and confirmed through research, that the 20 gr. was excessive and could kill the vines. OSHD concurred in the recommendation.

Price Agreement 26 was initiated August 18, 1981, crediting OSHD for 4¢ per vine for the reduced amount of fertilizer since fertilizer was included in payment per each for vines planted. This credit amounted to about $964 for the 24,100+ vines planted.

The Price Agreement was signed by Richard Hatch. However, in Alleman's December 9, 1981, claim letter, he requested return of this credit because of the benefit made to the State and for the horticulture research on his part. OSHD stated that the Price Agreement was initiated in good faith and agreed to by the contractors.

CONCLUSION

A. Irrigation System

The Board concluded that the evidence did not favor the contractor's claim. Neither the plans nor the specifications indicated topsoil was to be placed in the sod lawn areas in question. The subcontractor did not raise the topsoil question during installation of the irrigation system in the "sod lawn" areas.

The contractor based most of his claim on a phone call during bidding to the Resident Engineer. It was not confirmed that the call dealt specifically with the sod lawn areas.

B. Fertilizer

The Board agreed with the OSHD representatives commending Alleman Landscaping for their research and request to reduce the amount of fertilizer. The Board concluded, however, that all parties agreed to the credit to the State and no return of credit should be made to the contractor.

RECOMMENDATION

It is recommended by the Board that both claims by the subcontractor be denied. There is not enough evidence to support the contractor's claim for additional compensation for installing the irrigation system in the sod lawn area, and the original price agreement was agreed to by all parties.

RLS:JS:ji

cc: R. N. Bothman
D. H. Moehring
J. L. Sollis
O. B. Jackmond
G. W. Wimer
Jack Sullivan

September 30, 1982

D & D Paving Company
P. O. Box 13105
Salem, OR 97309

CON 5
#9101

Attention: Alberto Chaparro
Controller

Gentlemen:

Thank you for your letter of September 24 notifying us that you have been paid in full by R. A. Hatch Company.

This was in connection with a claim filed on Contract No. 9101 in the amount of $26,031.08 for paving on the Division Street N.E.-Trade Street S.E. (Salem) Section in Marion County.

We will note this information in our records and notify the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

TED
Js 9/30/82

OFFICE
1815 22nd St. S.E.

TELEPHONE
503 364-4904

D & D PAVING COMPANY
Post Office Box 13105
Salem, Oregon 97309

September 24, 1982

CERTIFIED MAIL # 812567

Robert W. Gormsen
Commission Services
Transportation Building Rm 121
Salem, Oregon 97310

Re: OHSD Contract 9101

Dear Sir:

This is to notify you that R. A. Hatch Co. General Contractor has paid us in full on the contract No. 9101.

Previously we had filed a claim against the contractor for non-payment on work done on Division Street N.E.-Trade Street S.E. in Salem, Marion County.

Sincerely,

Alberto Chaparro

Alberto Chaparro
Controller

Encl: (2)

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 12, 1981

IN REPLY REFER TO
FILE NO

CON 5
#9101
#
[illegible]

D & D Paving Company
P. O. Box 13105
Salem, OR 97309

Attention: Alberto Chaparro
Accountant

Gentlemen:

This will acknowledge your letter of November 5, 1981, stating that you have a claim for paving on Contract No. 9101 in the amount of $26,031.08.

Your claim indicates this is against the R. A. Hatch Co. Contract No. 9101 for work on Division Street N.E.-Trade Street S.E. in Salem, Marion County.

The Employers Insurance of Wausau through Corroon & Black of Oregon furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

RW Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

OFFICE
1815 22nd St. S.E.

TELEPHONE
503 364-4904

D & D PAVING COMPANY
Post Office Box 13105
Salem, Oregon 97309

Certified Mail #812882

November 5, 1981

Robert W. Gormsen
Commission Services
Transportation Building Rm 121
Salem, Oregon 97310

Dear Sir:

Notice is hereby given that the undersigned, D & D Paving Co., has a claim for paving on Division and Trade (Salem), in the amount of $26,031.08 against a bond issued by Employers of Wausau (Corroon & Black-Agents/P.O. Box 8699, Portland, Or 97207) for the work by R.A. Hatch on OSHD Contract 9101.

Sincerely,

Alberto Chaparro

Alberto Chaparro
Accountant

CERTIFIED
No. 812882
MAIL

From [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

REFERRED TO
Board Staudenmeyer
Mann
Cole Watson iD
Erikson Leu
Nagar Dorn
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Date: September 16, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Division St. N.E.-Trade St. S.E. (Salem)
Oregon Project IX-1705(3)

Concurrence is requested to reject all bids as Salem's City Council requested the State to do so in City's letter of July 22, 1982 (see attached letter).

It is our understanding that the preliminary engineering necessary for any design revisions and readvertising expense will be eligible for reimbursement until the date of readvertising as per FHPM 6-4-1-6 Par. 11i.

Date SEP 20 1982

I concur in rejecting all bids, **subject to the following:**

D. K. Hessner
for Dale E. Wilken
Division Administrator
Federal Highway Administration

1. **Preliminary Engineering necessary for design revisions and readvertising this project is not eligible for Federal-aid participation.**
2. **Federal participation in the readvertised construction project is limited to the low bid previously received ($19,370.00).**

DRH:bks
cc: J.H. Versteeg
Jan Peterson
J. Sullivan

Note
Please do not
change to old prefix
Hal

NOTE

1
2
4 3

Form 734-3122

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

DATE: September 10, 1982

TO: D. H. Moehring
PROGRAM MANAGEMENT ENGINEER

FROM: Phillip O. Stearns Phil St
REGION FEDERAL AID SPECIALIST

SUBJECT: Division St. - Trade St. (Salem) Section
Front Street FAU 1705
Salem Urban Area

Attached is a letter from the City of Salem requesting subject project be revised to include only the signal revisions at the Division Street and Commercial Street intersections per City Staff report, also attached.

Please process the request through normal channels

POS/sqh

cc: Traffic Section
Road Design

1 ✓
2✓

BY FINAL DESIGN ENGINEER

OGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
SEP 13 1982
REFERRED TO____________________
FOR ____________________
FILE: PM FA I.G.

81-125-1387

Contains Recycled Materials

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 2, 1982

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Front Street Bypass #770318
Division Street to Trade Street
Traffic Signal Revision Contract

Dear Mr. Stearns:

This is a follow-up to the City's letter of July 22, 1982 (copy attached), requesting that bids be rejected on the subject project. The City indicated that letter would provide direction on how to proceed.

Attached is a copy of a City staff report which the Salem City Council adopted on August 30, 1982. Please revise the plans and specifications to reflect only those traffic signal revisions at the Division Street at Commercial Street intersection and the Front Street at Court Street intersection. Please re-advertise the project on this basis.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh
Attachment

cc: Rosalind A. Daniels, Assistant Director of Public Works/Engineering
Larry Toerper, Traffic Engineer
Ralph Lambert, Project Engineer

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

July 22, 1982

Mr. D.E. Swan, Program Control Engineer
Oregon State Highway Division
Transportation Building
Salem, OR 97310

RE: Front Street Bypass 770318
Division Street to Trade Street
Traffic Signal Revision Contract

Dear Mr. Swan:

This is in response to your letter of June 25, 1982.

The Salem City Council was requested to approve payment of the City's $4,615 share for the above referenced project on July 12, and 19, 1982. The proposed contract contains revisions at the following intersections:

1. Division Street at Commercial Street
2. Front Street at Court Street
3. Front Street at State Street

The City Council has no objections to the proposed revisions at the first two intersections. However, the City Council will not accept the proposed revisions at the Front Street and State Street intersections. The proposed revisions at the latter intersection were to be interim measures until the State Street-Court Street Couplet could be implemented. City Council desires to implement the westerly end of the State Street-Court Street Couplet as soon as possible, instead of the proposed Front Street at State Street traffic signal revisions.

Therefore, the City requests that all bids be rejected for the proposed traffic signal revision contract. The City will provide a future letter discussing how to proceed with the Division Street at Commercial Street and Front Street at Court Street intersection revisions.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ralph W Lambert

for Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh

cc: Ronald J. Merry, Director of Public Works
Rosalind A. Daniels, Assistant Director of Public Works
Doug Van Dyke, Traffic Administrator
✓ Ralph Lambert, Project Engineer
Phil Stearns, OSHD Region 2 Federal Aid Specialist
John Jordon, Finance

([illegible]) Approved,

FOR COUNCIL MEETING/OF: August 30, 1982
AGENDA ITEM NO.: 4.4 k
P.W. FILE NO.: 770318

TO: MAYOR AND CITY COUNCIL

R. W. Hanley
THRU: RALPH W. HANLEY, CITY MANAGER

Ronald J. Merry
FROM: RONALD J. MERRY, DIRECTOR OF PUBLIC WORKS

SUBJECT: FRONT STREET BYPASS
DIVISION STREET TO TRADE STREET
TRAFFIC SIGNAL REVISIONS

ISSUE

Revise plans and advertise for bids for traffic signal improvements at the Division Street and Commercial Street intersection and at the Front Street and Court Street intersection.

BACKGROUND

The Front Street Bypass was constructed during a two-year period from 1979 through 1981 under two contracts. Hatch Construction completed the road work while Hamilton Electric installed the traffic signals and street lights. Subsequent to completion of these two contracts, several operational problems were identified. In order to correct those problems, the City Council took two actions. On November 16, 1981, Council approved the reinstatement of the crosswalk on Front Street at Court Street. On July 19, 1982, Council approved the necessary traffic signal revisions at the intersection of Commercial Street and Division Street.

FACTS AND FINDINGS

In accordance with Council direction as outlined above, the following traffic signal revisions need to be accomplished.

Commercial Street at Division Street

The complex intersection is working well except for westbound Division Street traffic approaching Commercial Street. There are signal heads for westbound Division Street to southbound Commercial Street. However, the westbound Division Street to northbound Commercial Street traffic is only stop sign controlled. This latter movement was designed in this manner to reduce delay at the intersection. When Commercial Street north of Division Street is fully widened to three lanes northbound, this turn will be into its own lane and require signalization only for pedestrians using the east side crosswalk. However, Commercial Street will not have the third vehicle lane until traffic volumes increase to warrant it, in approximately the year 1990. Since the signal was turned on, we have observed driver response and noticed that Division Street traffic turning north onto Commercial Street drives this as a "right turn permitted without stopping". This is somewhat understandable, since it operated in this manner for many years, including during the two-year construction time.

Failure of the westbound Division Street to northbound Commercial Street traffic to stop for the sign creates a serious accident potential with northbound Front Street Bypass to northbound Commercial Street traffic.

In order to rectify this situation, staff recommends that the City request that two additional traffic signal heads be installed for westbound Division Street to northbound Commercial Street traffic.

Front Street at Court Street

Sidewalk ramps and pedestrian signal heads need to be installed in order to effect the reinstatement of the northerly crosswalk as authorized by City Council on November 16, 1982.

The estimated cost of these two traffic signal revisions is as follows:

Construction	$17,000
Construction Engineering, 10%	1,700
Testing	500
Contingencies, 4.5%	800
Preparation of Plans and Specifications (Minimum deposit required by State)	10,000
Total	$30,000
City Share, 92.5% of 15%	$ 4,200±

Funds are available from the I-305 Transfer Projects, Account No. 030-85-10-0-00311-000-770318.

RECOMMENDATION

It is recommended that the City instruct the State to revise plans and advertise for bids for traffic signal revisions at the Division Street at Commercial Street intersection and at the Front Street at Court Street intersection.

Rosalind A. Daniels

Rosalind A. Daniels
Assistant Director of Public Works/
Engineering

RAD:dks
8/18/82

9101

7-1-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Babler Bros., Inc. No. 9320	Bombing Range Rd.-Butter Cr., Unit 1 Morrow County	June 2, 1982
Wildish Corvallis Const. No. 9239	Rowell St.-Lacreole Dr. (Dallas) Polk County	June 2, 1982
Morse Bros., Inc. No. 9264	Pacific Blvd.-Santiam Hwy.(Albany) Linn County	June 4, 1982
Willamette-Western, Alaska Constrs., Inc. & General Const. Co., J.V. No. 8526	Columbia Rv. Bridge (N. Channel Substructure) and Government Island Fill Multnomah, Oregon and Clark, Wash.	June 10, 1982
Ross Bros. Const., Inc. No. 9083	Nyberg Creek Bridge(Tualatin) Washington & Clackamas Counties	June 10, 1982
COMCO Const., Ore. Ltd., dba Salem Road & Driveway No. 9318	Boone Rd. SE-Barnes Ave. SE(Salem) Marion County	June 14, 1982
R. A. Hatch Co. No. 9101	Division St. NE-Trade St. NE (Salem) Marion County	June 17, 1982
Cushing Bros., Inc. No. 9343	Sunnyside Rd.-Commercial St. Marion County	June 29, 1982
Roseburg Paving, Inc. No. 9296	Dodge Canyon Cr.-Westwood St. Douglas County	June 29, 1982
Hertz Electric, Inc. No. 9245	NE Columbia Blvd. Traffic Signals @ 3 Intersections Multnomah County	June 29, 1982

July 1, 1982

W. E. Schwartz, P.E.
Asst. State Highway Engineer

June 29, 1982

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

CON 5
#9101

Gentlemen or Ladies:

On June 21, 1982, we wrote to you concerning release of final payment on Contract No. 9101 awarded to R. A. Harch Co. for work on Division St. NE-Trade St. SE in Salem, Marion County.

Final payment on this contract is $74.37 and the total contract amount is $3,903,793.91 including $22,982.43 for work performed under force account.

Sincerely yours,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

All Claims Service, Inc.
Post Office Box 7652
SALEM, OREGON 97303
Phone: (503) 581-6777

LICENSED IN OREGON EXPERIENCED IN ALL LINES OF INSURANCE CLAIMS IRS # 93-0712 53

Marion Co.
Polk Co.
Lincoln Co.
Benton Co.
Yamhill Co.
Linn Co.

June 16, 1982

State of Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Attn: State Highway Engineer

Re: Judith Polston's alleged pedestrian injury at Court & Front Streets N.E., Salem, Oregon on October 12, 1981

Dear Sir:

We received a letter, as you did, regarding the above matter from the claimant's attorney, Daniel Seifer. Please be advised that I represent the City of Salem and investigated this matter, and have denied liability in behalf of the City for these injuries.

This denial was sent to the firm, Allen, Stortz, Barlow, Fox & Susee, Attorneys at Law, in Salem, to an attorney by the name of Linda D. St.Johns. The claimant has apparently changed attorneys.

This letter is to let you know our stand regarding the above.

Thank you very much. If you have any questions, please give me a call at 581-6777.

Very truly yours,
Randy Cooper
Randy W. Cooper
Adjuster

RECEIVED
STATE HWY ENGR
JUN 17 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

L.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

May 26, 1982

RECEIVED
STATE HWY ENGR
MAY 28 '82
REFER TO: [illegible]
FOR
Info Inves R/D D/R Sign [✓ Act] File

Orig. to
5-27-[illegible]

City of Salem
City Hall
555 Liberty St.
Salem, Oregon 97301

State of Oregon Department
of Transportation
State Highway Division
State Highway Building
Salem, Oregon 97310

ATTN: State Highway Engineer

Re: Judith Polston - alleged pedestrian injury at Court & Front Streets N.E., Salem, October 12, 1981

Ladies and Gentlemen:

This office represents Carl Alleman Landscaping.

Our client has been recently advised that the person above named allegedly tripped over an irrigation sprinkler head in the planting area adjacent to the sidewalk at the northeast corner of the intersection of Court and Front Street N.E. in Salem on October 12, 1981, at approximately 5:15 p.m. Our client has no further information concerning the particulars of the accident or of the alleged injuries.

The improvements in the area in question, including the irrigation system, were installed in accordance with the detailed design prepared by the State of Oregon Department of Transportation, State Highway Division. Responsibility for the improvements and maintenance of the improvements is that of the City of Salem, since October 6, 1981, thereby including the period of time at which the alleged accident occurred. Apparently, the claimant has made demand upon R. A. Hatch Company, the prime contractor to the Oregon Department of Transportation, and additional details may be available from that firm. Our client performed its work as a subcontractor to Hatch.

City of Salem
State of Oregon Dept. of Transportation

May 26, 1982

This letter is to notify each of you that, in the event that further claim or demand is made against Carl Alleman Landscaping, or Carl Alleman Landscaping incurs any liability, that Carl Alleman Landscaping will look to you and each of you for full indemnity and to save and hold him harmless from any loss, cost or expense, including court costs and attorneys' fees.

This letter is not intended to operate for the benefit of any party other than Carl Alleman Landscaping, pursuant to ORS 30.275 or otherwise.

We would appreciate your prompt acknowledgment of your receipt of this correspondence, together with the identification of the representatives responding to the matter for any applicable policy of insurance.

Thank you for your cooperation and assistance.

Very truly yours,

KOBIN & MEYER, P.C.

Daniel J. Seifer

cc: Director of the Department of
General Services, State of Oregon
(certified mail)

City Council, Salem, Oregon
(certified mail)

9101 CL-82-69

files

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 19 1982
NORMA PAULUS
SECRETARY OF STATE

April 16, 1982

IN REPLY REFER TO
FILE NO.

CON 5
#9101

Stadeli Pump & Construction, Inc.
P. O. Box 593
Silverton, OR 97381

Attention: Marvin R. Stadeli

FILED
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge receipt of your letter of April 9, 1982, indicating that you have an outstanding account for materials supplied to R. A. Hatch Construction Company in the amount of $3,835.76.

Your claim letter states this is in reference to the R. A. Hatch Company Contract No. 9101 for work on the Division Street N.E.-Trade Street S.E. (Salem) Project in Marion County.

Employers Insurance of Wausau through Corroon and Black of Oregon furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97709

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

RECEIVED
APR 2[illegible] 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

4-28-82 dmc

9151

TECHNICAL SERVICES BRANCH AGR 4-1

Vern Skoog, Controller
Highway Accounting

April 13, 1982

E. S. Hunter
Assistant State Highway Engineer

March 17, 1982 Internal Audit Comment

On April 7, 1977 an agreement between the Highway Division and the City of Salem was approved by the Oregon Transportation Commission whereby the Highway Division would adopt a route for Oregon Highway Route 99E through the City, departing from the existing route at the intersection of Pine Street and Portland Road; following Pine Street to the west to its intersection with Liberty and Commercial Streets, respectively; following Liberty and Commercial Streets to the south as a couplet to the point of merge; following Commercial Street to its newly constructed intersection near Division Street; and following the newly constructed Front Street Bypass from that point to its intersections with Liberty Street and Commercial Street at Ferry Street and Trade Street. This agreement (Miscellaneous Contracts and Agreements No. 3938) was contingent on the completion of the Front Street Bypass and the improvements on Liberty and Commercial Streets.

The City and the County are now proposing to construct a project, designated as the Salem Parkway, from the Chemawa Interchange at Interstate Highway 5 to the beginning of the Liberty Street-Commercial Street couplet in the vicinity of Pine Street. The Highway Division is also proposing to complete construction of the Chemawa Interchange and connect to the Salem Parkway facility. It appears that when this is done, it would be in the interest of the public to revise the existing agreement with regard to the routing of Oregon Highway Route 99E to follow Chemawa Road from its intersection with Portland Road to the west; to carry this route through the Chemawa Road Interchange to the Salem Parkway; and follow the Parkway to its intersection with the Liberty Street-Commercial Street couplet in the vicinity of Pine Street.

Since the first Parkway project is going to contract in May 1982, it is now appropriate to proceed with an agreement to redesignate the 99E route. The proper exchange of right-of-way and compensation will be a part of this agreement.

COF:dlm/ESH:ja

cc J. B. Boyd (enc.)
C. O. Fredrickson

P.O. Box 593

PUMPS & PIPELINE CONST.
STADELI
PUMP & CONSTRUCTION, INC.
873-6325 • SILVERTON, ORE.

1205 N. Second Street

April 9, 1982

Mr. Robert Gormson
Oregon Dept. of Transportation
121 Transportation Building
Salem, Or. 97310

Dear Sir:

Please be advised that we have an outstanding account that is still yet unpaid for materials supplied to R. A. Hatch Construction Co. on the Salem Front Street project, #9101. Our unpaid account for material supplied is $3,835.76. Please advise the necessary procedures for filing a claim on the bond of R. A. Hatch Construction Co. ✓

Thank you for your assistance.

Yours very truly,

STADELI PUMP & CONSTRUCTION, INC.

Marvin R. Stadeli

MRS:jml

RECEIVED
APR 10 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

31.

Assigned to Skoog

TO

Vern Skoog

Controller

Highway Division

DATE 3 / 17 / 82

SUBJECT Salem Parkway

MESSAGE We have some concerns about the Salem Parkway project. This roadway was originally to be a part of the Interstate system, specifically I-305 Freeway. The I-305 project was withdrawn on September 30, 1977. Prior to this withdrawal $3,290,491 was spent on right of way acquisition. The State share of these costs was $544,823. The Salem Parkway project will be financed with Interstate Transfer (e)(4) Funds withdrawn from the I-305 Freeway and local matching funds to be provided by Marion County and City of Salem with no expense to the State. However, the Salem Parkway will use existing right of way acquired for the I-305 Freeway. In a letter to the Mid Willamette Valley Council of Governments, dated September 12, 1980, Mr. J. B. Boyd, Right of Way Manager, stated that "...the State matching funds must be returned to the Highway Trust Fund unless the project is approved by the State Transportation Commission as part of its responsibilities." We concur with Mr. Boyd. at present, the State is forgiving its share of the original right of way acquisition costs. We understand that this is because the Salem Parkway might be absorbed as part of Highway 99E. If this is true, this designation should be made as soon as possible to relieve the local governments of all of the Salem Parkway project costs. However, if this designation is not made the local governments involved in this project should repay the State for the original right of way acquisition costs.

SIGNED Stephen H. Cayot

REPLY

SIGNED

DATE / /

SEND PARTS 1 AND 3 WITH CARBONS INTACT

9101 2.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: DIVISION ST NE - TRADE ST SE (SALEM)

WEEK ENDING: March 13, 1982

SECTION PREFIX: 324-1041

HIGHWAY: FAU 1705 (Front St)

COUNTY: Marion

NAME OF JOB: DIVISION ST NE-TRADE ST SE (SALEM)

KIND OF WORK: Grading, Paving and Signing.

CONTRACTOR: R.A. HATCH COMPANY

CONTRACT NUMBER: 9101

FEDERAL AID PROJECT NUMBER: IX 1705(3)

DATE OF CONTRACT: March 21, 1980

DATE WORK STARTED: March 17, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN -0- SUPERVISION -0-

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 540

CALENDAR DAYS USED: 540

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: 4,806,514.13

EXCLUSIVE OF ENGINEERING: 4,464,717.57

ENGINEERING AUTHORIZATION: $ 341,796.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 4,408,075.44

ENGINEERING COST TO DATE: $ 345,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1.3 %

PERCENT OF AUTHORIZATION: 101 %

DATE PROJECT WAS COMPLETED: September 23, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Railroad	Water Line	Signing
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.8 mi	0.8 mi			0.8 mi
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	36,100 CY	28,300 Ton			12,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE	33,875 CY	27,032 Ton			13,020 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Day count stopped on September 23, 1981
TUESDAY				
WEDNESDAY				K
THURSDAY				
RIDAY				
TURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Same
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	Same

REMARKS

Project completed. Local Acceptance submitted 3-11-82, Third Notification, and final Semi-final data to be submitted on 3-15-82. THIS IS THE LAST REPORT.

Note there are still two claims pending resolution.

SIGNED C.V. Lehman LOCATION Salem

DISTRIBUTION: Construction (3), Region, file.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#7101

L.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 125518

PIONEER TRUST COMPANY, an Oregon corporation, in its capacity as trustee under the Last Will and Testament of T. B. Jones, deceased,

Plaintiff,

v.

THE STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION and THE CITY OF SALEM, a municipal corporation,

Defendants.

12/28/81
Gormsen signed
& returned to
Les Hampton -
no research was
done on this.
Advised Hampton
of this.
I adv. him of
Primary #52
Design. file
Fran

AFFIDAVIT OF ROBERT W. GORMSEN

STATE OF OREGON)
) ss.
County of Marion)

I, ROBERT W. GORMSEN, being first duly sworn, depose and say that:

I have been employed by the Oregon Highway Division and the Department of Transportation in various capacities for the past 21 years. On January 1, 1980, I was appointed as Manager, Commission Services, for the Department of Transportation. As Manager, Commission Services, I maintain the files and records of the Oregon Transportation Commission, and the Department of Transportation, including the Highway Division. I maintain the Commission's minute books that record official actions taken by the Commission over the years. I also maintain the maps, records and files that indicate the historic and present routes of all state primary and secondary highways. I also file and maintain original agreements entered into by the Transportation Commission, the Department of Transportation, and its Highway Division.

The Division Street-Trade Street section of the Front Street project was a City of Salem project. Said project was financed by federal transfer funds withdrawn from the I-305 freeway (which was not constructed) and with city matching funds. Attached hereto as Att. 1 is a construction finance agreement dated April 18, 1979 covering the said project. Attached hereto as Att. 2 is an amended construction finance agreement dated October 26, 1979. Although the Highway Division prepared the construction plans, awarded the contract and administered the contract under resident engineer Clifford Lehman, the State of Oregon did not contribute funds to the project and was reimbursed for its activities on the project.

The Division Street-Trade Street section of Front Street has never been and is not now the route of an Oregon state highway.

Neither the Oregon Transportation Commission or its predecessor, the Oregon Highway Commission, have by resolution or otherwise ever designated said section of Front Street as the route of a state highway.

/ / /

Neither the Oregon Transportation Commission or its predecessor, the Oregon Highway Commission, have ever by resolution or otherwise requested that the City of Salem close Center Street at its intersection with Front Street.

I make this affidavit in support of defendant State of Oregon's Motion for Summary Judgment.

____
ROBERT W. GORMSEN

SUBSCRIBED AND SWORN to before me this ___ day of December, 1981.

____
Notary Public for Oregon
My Commission Expires:_________

9101 12-22-81 L

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80018

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/13/81
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street NE - Trade Street SE (Salem)

11. GENERAL DESCRIPTION OF WORK
Construct revised sanitary sewer cleanout

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~A CONTRACT BASIS OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
JAN 6 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

13. REMARKS

I approve the advance authorization date of 11/13/81 as requested in Mr. Keasey's letter of 12/15/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 12 representing work performed by the City of Salem is approved for a TEC of $3,332.33 Federal Funds $2,832.

14. DATE 12/22/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-4-80	8. FEDERAL ROUTE NUMBER FAU 1705	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street, N. E. - Trade St. S. E. (Salem)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 11-5-81, this will confirm the advance authorization date of 4-4-80 to proceed with the actual adjustments of Northwest Natural Gas Company's gas line facilities on a lump sum basis of $548.78 - Federal funds $466.46.

I approve the agreement with Northwest Natural Gas Company. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR
Info | Invs | R/D | D.R | Sign | Act | File

14. DATE 11-20-81	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

#5666

9101

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
NOV 13 1981
NORMA PAULUS
SECRETARY OF STATE

November 12, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9101

D & D Paving Company
P. O. Box 13105
Salem, OR 97309

Attention: Alberto Chaparro
Accountant

FILED
NOV 13 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your letter of November 5, 1981, stating that you have a claim for paving on Contract No. 9101 in the amount of $26,031.08.

Your claim indicates this is against the R. A. Hatch Co. Contract No. 9101 for work on Division Street N.E.-Trade Street S.E. in Salem, Marion County.

The Employers Insurance of Wausau through Corroon & Black of Oregon furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: R. A. Hatch Co.
P. O. Box 201
Bend, OR 97701

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HD 0

11-20-81 dmc

OFFICE
1815 22nd St. S.E.

TELEPHONE
503 364-4904

D & D PAVING COMPANY
Post Office Box 13105
Salem, Oregon 97309

Certified Mail #812882

November 5, 1981

Robert W. Gormsen
Commission Services
Transportation Building Rm 121
Salem, Oregon 97310

Dear Sir:

Notice is hereby given that the undersigned, D & D Paving Co., has a claim for paving on Division and Trade (Salem), in the amount of $26,031.08 against a bond issued by Employers of Wausau (Corroon & Black-Agents/P.O. Box 8699, Portland, Or 97207) for the work by R.A. Hatch on OSHD Contract 9101.

Sincerely,

Alberto Chaparro

Alberto Chaparro
Accountant

CERTIFIED
No.
MAIL

L.

RECEIVED
TECHNICAL SERVICES
NOV 6 '81
REFER TO
FOR
Info | Invest | K/D | D/R | Sign | Act | File

ROW 18-4

November 5, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Natural Gas Facility Relocation
Northwest Natural Gas Company
Division St. NE-Trade St. SE (Salem) Section
Front St. (FAU 1705)
Marion County
Project No. IX-1705(3)

Here is a copy of a lump sum estimate of cost to adjust Northwest Natural Gas Company's (NNG) facilities dated April 29, 1980, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the Northwest Natural Gas Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, NNG was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves 01 crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of NNG's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 4, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $548.78.

DES/JMC/vlw
Enc.
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

71-1 10-17-81 L.

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80018

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/24/81
8. FEDERAL ROUTE NUMBER FAU 1705
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street NE - Trade Street SE (Salem)

11. GENERAL DESCRIPTION OF WORK
Revise pavement grade

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/24/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 11 representing work performed by City of Salem Forces is approved for a TEC of $5,000 Federal Funds $4,250.

RECEIVED
STATE HWY ENGR
OCT 23'81
REFER TO
FOR
Info | Invcs | R/D | D/A | Sign | Act | File

14. DATE 10/19/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

September 18, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

Federal-aid Project
No. IX-1705(3)

SUBJECT: Notification Establishment Period Started

[illegible]

Planting
Contract 9101, Work Completed 6-30-81

Project Division St., NE-Trade St., NE (Salem)

Highway FAU 1705 (Front St.)

County Marion

Establishment Period Ends 10-31-81

RDC:bk

cc: R. D. Church

4101

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/7/81

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street NE - Trade Street SE (Salem)

11. GENERAL DESCRIPTION OF WORK
Widen road approach at Fire Station on Trade Street

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

This will confirm the advance authorization date of 8/7/81, as requested in Mr. Keasey's letter of 8/19/81 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 10 representing work performed by City of Salem is approved for TEC NTE $900 Federal Funds $765.

REFER TO

14. DATE 9/2/81

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7/21

ROAD DESIGN SECTION

Cliff Lehman
Resident Engineer

June 30, 1981

Merlyn A. Anderson

From: Merle Anderson
Landscape Architect

Subject: Fertilizer Tablets
Division Street-Trade Street (Salem)

The special provisions call for the use of two (2) 10-gram fertilizer tablets per vine planting. The manufacturer has recently recommended one 5-gram tablet for vines. The contractor made a request to your inspector to use one 5-gram tablet per vine based on the manufacturer's recommendation.

I recommend we change to the one 5-gram fertilizer tablet per vine with a price reduction based on the difference between two ten-gram tablets and one 5-gram tablet.

Alfred Teufel Nursery - Wholesale Price List

Agriform Tablets:

(A) 10 gram tablets - $30.00 per 1000
(B) 5 gram tablets - $38.45 per 2000

33,754 vines x 2 10-gram tablets = 67,508 tab/67.508 x $30.00 = $2,025.24
33,754 vines x 1 5-gram tablets = 33,754 tab/16.877 x $38.45 = $ 648.92
Difference = $1,376.32

MA:ja

DAVE FROHNMAYER
ATTORNEY GENERAL

STATE OF OREGON
1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 5, 1981

E S HUNT

RECEIVED
TECHNICAL SERVICES
JUN 8 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. E. S. Hunter
130 Transportation Building
Salem, Oregon 97310

Re: Inverse Condemnation Cases - Front Street Project

Dear Ed:

As we discussed, I attended the deposition of Ralph Lambert, City of Salem Project Engineer for the Front Street Project. I also met with Mr. Lambert and Mr. DeMartino, Deputy City Attorney, prior to the depositions. As you know, Mr. George Rhoten, the attorney for two of the plaintiff property owners, conducted the deposition.

Mr. Lambert agrees that the Front Street project is a city project and that the state was acting as the city's agent in designing a project and letting it administer the contract. In our private discussion, Mr. Lambert stated that the city requested the state to include the closure of Center Street as part of the construction plans. Mr. Lambert did state that one of his reasons for requesting the closure was in anticipation of the future bridge construction. Mr. Rhoten did not bring out that particular opinion in the deposition. However, Mr. Lambert's deposition is continued pending a further review of city records by Mr. Rhoten.

Mr. Rhoten stated that he will soon want to take depositions of the state people. I anticipate that he will depose our resident engineer and will also want to depose the most knowledgeable person as to the history of the design of this project. Under current Oregon Procedural Rules, an attorney can request a deposition by job title or function without identifying a particular person. You are then required to produce the most knowledgeable person covering the area of inquiry. We should give some thought as to who that person should be, perhaps Bill Cole. I anticipate that Mr. Rhoten will request the deposition within the next week or two. In the meantime, I would appreciate anything further that can be done to recall and/or document all of our contacts with the city during the planning and design of this project that relate to the closure of Center Street.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Attorney General

LBH:mj

#7101

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-28-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE See below

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street - Trade Street (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Construction Engineering by City of Salem

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 4/14/81 this will confirm the date of May 16, 1980 as date of eligibility for the City of Salem to perform liaison engineering on the subject project as part of the construction engineering phase at a TEC of $4,700 Federal Funds $3,400 (Force Order No. 1)

(The above does not require additional obligation of funds)

Rec'd LD
4-30-81

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO Moelring
FOR

Info	Inves	R/D	D/M	Sign	Act	File

14. DATE 4/28/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	**8. FEDERAL ROUTE NUMBER**	**9. STATE ROUTE NUMBER**
See below	FAU 1705	City Street

10. GENERAL LOCATION:

Division Street - Trade Street (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Construction Engineering by City of Salem

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 4/14/81 this will confirm the date of May 16, 1980 as date of eligibility for the City of Salem to perform liaison engineering on the subject project as part of the construction engineering phase at a TEC of $4,700 Federal Funds $3,400 (Force Order No. 1)

(The above does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO
Moehring
FOR
Info ☐ Inves ☐ R/D ☐ D/A ☐ Sign ☐ Act ☐ File ☐

[illegible] 4.30.81

14. DATE	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE**
4/28/81	G. K. Hossman	for Division Administrator

FORM PR-1240
(Rev. 12 79) PREVIOUS EDITIONS MAY BE USED

9101

L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/17/81

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street - Trade Street (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Install motion sensing devices, signals and gates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 4/21/81 letter you are now authorized to proceed with the work covered by the supplemental agreement with Oregon Electric Railway Company approved by the Highway Division on 4/17/81 at a total estimated cost of $178,177 Federal Funds $151,450.

(Division Street	-	TEC	$57,864
Union Street	-	TEC	52,059
Court Street	-	TEC	68,254
			178,177)

(The above does not require additional obligation of funds)

orig. to 4.30 81

RECEIVED
STATE HWY ENGR.
APR 30 '81
REFER TO
Manning
FOR
Info | Inv | R/D | Drft | Sgn | Act | File

14. DATE 4/27/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossne

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 10, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1217
Crossing 3E-71.15-A

BUILDING

Attached is a copy of Order No. 81-245 issued by the Public Utility Commissioner on April 6, 1981 relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
R. Kuehn
C. O. Fredrickson (2) - Pls. give copy to Res. Engr.
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
APR 10 '81

ORDER NO. 81-245

ENTERED April 6, 1981

PUC CROSSING NO. 3E-71.15-A

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1217

In the Matter of the Application of STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter a separated crossing of the Willamina-Salem Highway (Center Street) and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon.	ORDER

On November 24, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an overcrossing of the Center Street Bridge (Willamina-Salem Highway, Route 22, eastbound) a highway under its jurisdiction, over the main track and right-of-way of Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon.

Comments and recommendations on the application were made as follows: Salem Electric by letter dated January 28, 1981, PUC staff by letter dated February 12, 1981, and applicant by letter dated March 24, 1981. Salem Electric, by letter dated January 21, 1981, entered an objection to the application and subsequently removed its objection by letter dated March 19, 1981.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Northwest Natural Gas Company, Salem Electric, Marion County, City of Salem and applicant. No objection by any party has been made to the granting of the application.

The existing Center Street Bridge has a roadway surface 26 feet in width, consisting of two 13-foot travel lanes, plus a single 5-foot sidewalk, and lies in an east-west orientation. The bridge carries eastbound highway traffic over the Willamette River, the railroad and Front Street as part of a one-way couplet with the Marion Street Bridge (see Docket SXF 1218). Traffic volume on the bridges has risen to levels that create a need to increase the traffic-carrying capacity of each structure.

Applicant proposes to widen the existing 26-foot roadway on the Center Street Bridge to 56 feet, consisting of four 12-foot travel lanes, two 4-foot shoulders, and a 10-foot bicycle lane (Class II).

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. Authority to alter the overcrossing as requested herein is hereby granted.
2. Applicant shall:
    a. Reconstruct the existing overcrossing structure to accommodate a roadway 56 feet in width, plus a 10-foot bicycle lane, and bear all the cost thereof;
    b. Coordinate all temporary impairments of standard railroad clearances with Oregon Electric Railway Company at least 48 hours in advance of any impairments;
    c. Maintain the overcrossing structure, the beam-bearing assemblies and all highway appurtenances thereto, and bear all the cost thereof;
    d. Bear all the cost of damage to the structure caused by motor vehicles;
    e. Notify Northwest Natural Gas Company and Salem Electric not less than 20 days in advance of any construction; and

f. Notify the Commissioner upon completion of the project.

3. Oregon Electric Railway Company (Burlington Northern, Inc.) shall maintain the railroad track, railroad drainage and all railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

After completion, the overcrossing structure shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is being altered, however, it may be necessary to impair clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective 4/6/81.

JOHN J. LOBDELL
Public Utility Commissioner

pw/0201P1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 10, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1218
Crossing No. 3E-71.06-A

Attached is a copy of Order No. 81-244 issued by the Public Utility Commissioner on April 6, 1981, relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
R. Kuehn
C.O. Fredrickson (2) - Pls. give copy to Res. Engr.
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO

ORDER NO. 81-244

ENTERED April 6, 1981

PUC CROSSING NO. 3E-71.06-A

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

SXF 1218

In the Matter of the Application of STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter a separated crossing of the Willamina-Salem Highway (Marion Street) and Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon.

ORDER

On November 24, 1980, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an overcrossing of the Marion Street Bridge (Willamina-Salem Highway, Route 22, westbound) a highway under its jurisdiction, over the main track and right-of-way of Oregon Electric Railway Company (Burlington Northern, Inc.), Main Line, in Salem, Marion County, Oregon.

Comments and recommendations on the application were made as follows: Salem Electric by letter dated January 28, 1981; PUC staff by letter dated February 12, 1981, and applicant by letter dated March 24, 1981. Salem Electric by letter dated January 21, 1981, entered an objection to the application and subsequently removed its objection by letter dated March 19, 1981.

Copies of the application and responses thereto were duly served upon Oregon Electric Railway Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, Salem Electric, Marion County, City of Salem and applicant. No objection by any party has been made to the granting of the application.

The existing Marion Street Bridge has a roadway surface 26 feet in width, consisting of two 13-foot travel lanes, and a single 5-foot sidewalk. It lies in an east-west orientation. The bridge carries westbound highway traffic over Front Street, the railroad and the Willamette River, as part of a one-way couplet with the Center Street Bridge (see Docket SXF 1217). Traffic volume on the bridges has risen to levels that create a need to increase the traffic-carrying capacity of each structure.

Applicant proposes to widen the existing 26-foot roadway on the Marion Street Bridge to 56 feet, consisting of four 12-foot travel lanes, two 4-foot shoulders, and a single 5-foot sidewalk.

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    b. Coordinate all temporary impairments of standard railroad clearances with Oregon Electric Railway Company at least 48 hours in advance of any impairments;

    c. Maintain the overcrossing structure, the beam-bearing assemblies and all highway appurtenances thereto, and bear all the cost thereof;

    d. Bear all the cost of damage to the structure caused by motor vehicles;

e. Notify Northwest Natural Gas Company, Pacific Northwest Bell Telephone Company and Salem Electric not less than 20 days in advance of any construction; and

f. Notify the Commissioner upon completion of the project.

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Made, entered, and effective 4/6/81.

JOHN J. LOBDELL
Public Utility Commissioner

4 Versteeg ✓
Anderson
1 Christensen
3 Olson
Sullivan
2 Terpin
Trout
Wakerlig

RECEIVED
MAR 04 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

REFERRED TO
✓ Beard Stoudenmeyer
✓ Cole Mann
Eriksen Watson
Hager Dorn Lou
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

February 27, 1981

Cliff Lehman, Resident Engineer
Oregon State Highway Division
PO Box 14030
Salem, Oregon 97310

RE: FRONT STREET BYPASS
DIVISION ST. TO CHURCH ST. SECTION
OSHD CONTRACT NO. 9101

Dear Mr. Lehman:

This letter is to summarize the results of various meetings and conversations between City of Salem (Bruce Schafer, Lew Garrison, Ralph Lambert), OSHD (Cliff Lehman, Don Schafer), and Federal Highway Administration (Bill Kappus, Dick Arnold), regarding bikeways thru the Commercial @ Division Streets intersection. These discussions were between January 28, 1981 and February 5, 1981.

The Front Street ByPass and North Liberty-Commercial Couplet both have on street bike lanes. However the plans are unclear as to how bicyclists would be able to go thru the Commercial at Division Street Intersection.

As a result of the above meetings, we have developed the attached revised plan for bicycles thru the Commercial-Division Intersection.. The key revisions to the plan are as follows:

For Northbound Bicyclists -

1. Decrease size of two traffic islands as shown on plan to provide room for 6 foot on-street bikelane.
2. Add one MUTCD Sign R4-4, Page 9B-6 at end of striped bikelane.
3. Add bikelane pavement markings and striping.

For Southbound Bicyclists -

1. Sign bicyclists onto sidewalk at "D" Street with two signs.
2. Add one MUTCD Sign R3-10, Page 9B-4 to be placed to notify vehicles of bicycle lane ahead at approximate location shown on plan.
3. Install bicycle ramp 70± feet South of Division Street, for bicycles to go from sidewalk back to on street bikeland. Adjust landscaping and irrigation to fit.
4. Add pavement marking for bikelane South of Division Street.

In addition the City would like an additional 2" diameter P.V.C. traffic signal conduit installed across Commercial Street at the North side of Division Street as shown on the attached plan. The City as part of the North Liberty Commercial Couplet Contract will be installing a traffic signal conduit along the East side of Liberty Street for the full length of the project in order to interconnect existing and future traffic signals. We are requesting the conduit across Commercial Street at Division Street as part of the Front Street ByPass contract due to a desire to have this conduit in place prior to Hatch placing the final top lift of asphalt concrete, scheduled for summer 1981. We understand you would prefer to include this conduit at Division Street as part of the North Liberty Commercial Couplet Contract for minimum cost. However, we do not know when funding is going to be available to bid the Liberty-Commercial Couplet Contract. We do not want to cut the final lift asphalt concrete pavement on the Front Street ByPass, if at all possible.

Very truly yours,

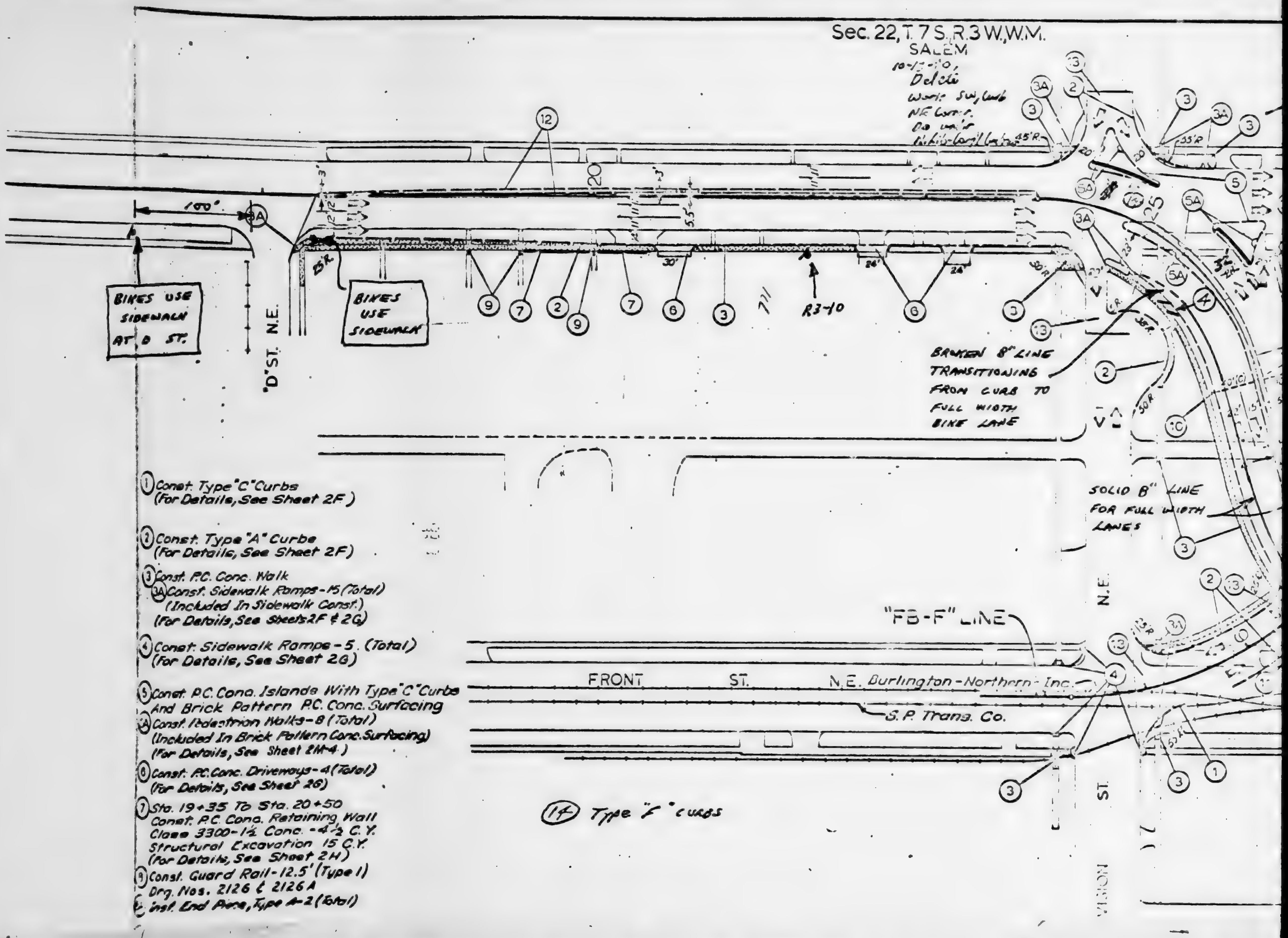
DEPARTMENT OF PUBLIC WORKS

Ronald J. Merry

Ronald J. Merry, P.E.
Assistant Director of Public Works/
Engineering

RJM/RWL:sjm

cc: Don MacFadden, Chief Design Engineer
Ralph Lambert, Project Engineer
Lew Garrison, Traffic Design Engineer
✓ Duane Christensen, Final Design Engineer OSHD


Sec. 22, T. 7 S. R. 3 W., W.M.
SALEM
BIKES USE SIDEWALK AT D ST.
100'
"D" ST. N.E.
BIKES USE SIDEWALK
15'R
12' 12'
+3'
20
12' 11' 11'
5.5'
30'
24'
24'
R3-10
45'R
55'R
20'
25
36'R
30'R
50'R
BROKEN 8" LINE TRANSITIONING FROM CURB TO FULL WIDTH BIKE LANE
SOLID 8" LINE FOR FULL WIDTH LANES
"FB-F" LINE
FRONT ST. N.E.
Burlington-Northern Inc.
S.P. Trans. Co.
VISION ST. N.E.
⑫
⑨ ⑦ ② ⑨ ⑦ ⑥ ③ ⑥
③ (3A) ② ③ (3A) ③ ⑤ (5A) (13) (3A) (5A) ④ ⑬ ② ①⓪ ③ ② ⑬ ④ ③ ① ③

10-1?-?0,
Delete
Work: SW, curb
NE Corner.
Do work
[illegible]

① Const. Type "C" Curbs
(For Details, See Sheet 2F)

② Const. Type "A" Curbs
(For Details, See Sheet 2F)

③ Const. P.C. Conc. Walk
(3A) Const. Sidewalk Ramps - 15 (Total)
(Included In Sidewalk Const.)
(For Details, See Sheets 2F & 2G)

④ Const. Sidewalk Ramps - 5. (Total)
(For Details, See Sheet 2G)

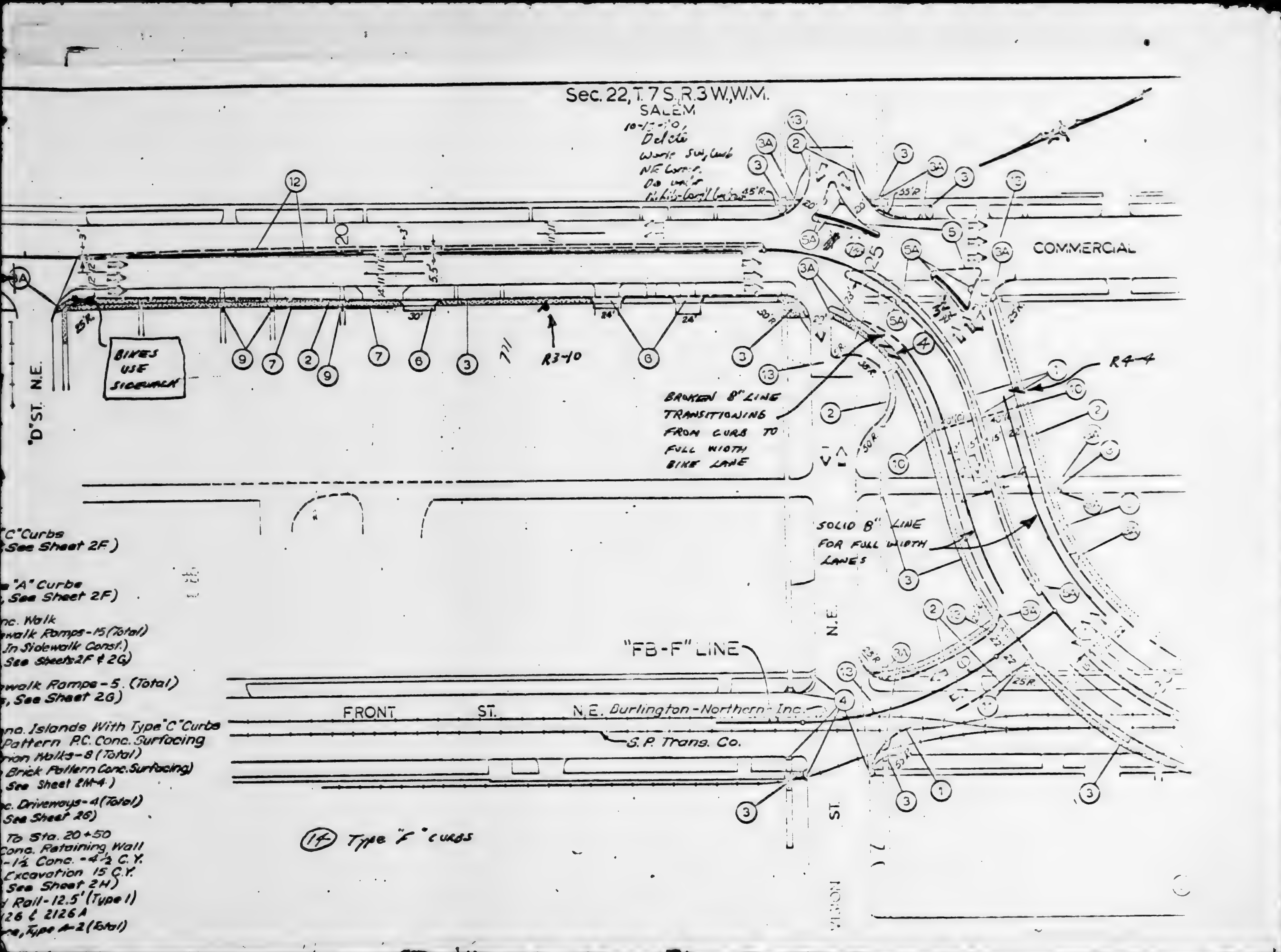
⑤ Const. P.C. Conc. Islands With Type "C" Curbs
And Brick Pattern P.C. Conc. Surfacing
(5A) Const. Pedestrian Walks - 8 (Total)
(Included In Brick Pattern Conc. Surfacing)
(For Details, See Sheet 2M-4.)

⑥ Const. P.C. Conc. Driveways - 4 (Total)
(For Details, See Sheet 2G)

⑦ Sta. 19+35 To Sta. 20+50
Const. P.C. Conc. Retaining Wall
Class 3300-1½ Conc. - 4½ C.Y.
Structural Excavation 15 C.Y.
(For Details, See Sheet 2H)

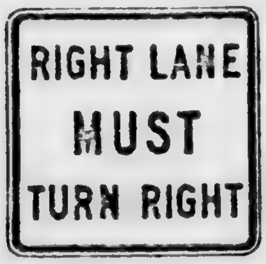
⑨ Const. Guard Rail - 12.5' (Type 1)
Drg. Nos. 2126 & 2126A
Inst. End Piece, Type A-2 (Total)

⑭ Type "F" curbs

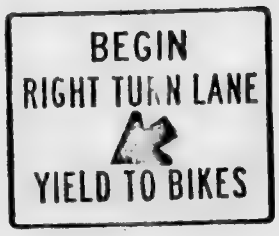

Sec. 22, T. 7 S. R. 3 W., W.M.
SALEM
10-1?-?0,
Delete
Work Sw/curb
NE Corner.
Do work
Nebis-Comm'l Corner
"D" ST. N.E.
BIKES USE SIDEWALK
R3-10
BROKEN 8" LINE TRANSITIONING FROM CURB TO FULL WIDTH BIKE LANE
SOLID 8" LINE FOR FULL WIDTH LANES
R4-4
COMMERCIAL
"FB-F" LINE
FRONT ST. N.E.
Burlington-Northern Inc.
S.P. Trans. Co.
N.E.
ST.
20
25
30'
24'
24'
5.5'
3'
25'R.
35'R.
55'R.
50'R.
23'
22
12
9
7
2
6
3
13
3A
5
5A
4
1
10
14 Type "F" curbs
"C" Curbs
See Sheet 2F)
"A" Curbs
See Sheet 2F)
nc. Walk
walk Ramps-15 (Total)
In Sidewalk Const.)
See Sheets 2F & 2G)
walk Ramps-5. (Total)
See Sheet 2G)
nc. Islands With Type "C" Curbs
Pattern P.C. Conc. Surfacing
rian Walks-8 (Total)
Brick Pattern Conc. Surfacing)
See Sheet 2M-4.)
c. Driveways-4 (Total)
See Sheet 2G)
To Sta. 20+50
Conc. Retaining Wall
-1½ Conc. -4½ C.Y.
Excavation 15 C.Y.
See Sheet 2H)
Rail-12.5' (Type 1)
126 & 2126A
e, Type A-2 (Total)

9B-12 Lane-Use Control Signs (R3-7, R4-4)

Where right turning motor vehicles must merge with bicycle traffic on designated bike lanes, the R3-7 and R4-4 signs may be used. The R4-4 sign is intended to inform both the motorist and the bicyclist of this merging maneuver. Where a designated bicycle lane is provided near the stop line, an R3-7 sign may be used to prevent motorists from crossing back over the bike lane.



R3-7
30" × 30"



R4-4
36" × 30"

9B-13 Warning Signs

Warning signs are used when it is deemed necessary to warn bicyclists or motorists of existing or potentially hazardous conditions on or adjacent to a highway or trail. The use of warning signs should be kept to a minimum because the unnecessary use of them to warn of conditions which are apparent tends to breed disrespect for all signs.

Warning signs specified herein cover most conditions that are likely to be met. If other warnings are needed, the signs shall be of standard shape and color for warning signs, and the legends shall be brief and easily understood.

9B-14 Bicycle Crossing Sign (W11-1)

The Bicycle Crossing sign is intended for use on highways in advance of a point where a bikeway crosses the roadway. It should be erected about 750 feet in advance of the crossing location in rural areas where speeds are high, and at a distance of about 250 feet in urban residential or business areas, where speeds are low.

If the approach to an intersection is controlled by a traffic control signal, stop sign or yield sign, the W11-1 sign may not be needed.

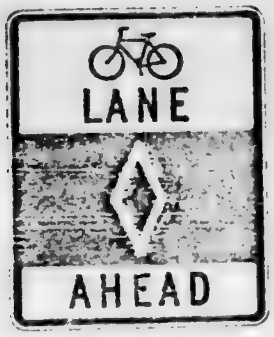
9B-15 Hazardous Condition Sign (W8-10)

The Hazardous Condition sign is intended for use where roadway or bicycle trail conditions are likely to cause a bicyclist to lose control of his bicycle. These conditions could include slippery pavement, slick bridge

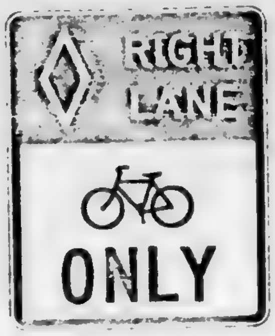
9B-8 Designated Lane Signs (R3-10 & 11)

The R3-10 sign should be used in advance of the beginning of a marked designated bicycle lane to call attention to the lane and to the possible presence of bicyclists. The R3-16 and R3-17 signs should be used only in conjunction with the Preferential Lane Symbol pavement marking and erected at periodic intervals along the designated bicycle lane and in the vicinity of locations where the preferential lane symbol is used (sec. 9C-4).

Where appropriate, the message ENDS may be substituted for AHEAD on the R3-10 sign and LEFT or CURB can be substituted for RIGHT on the R3-11 sign.



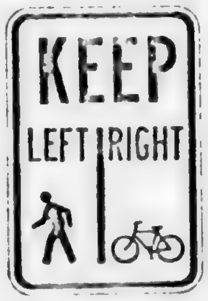
R3-10
24"×30"



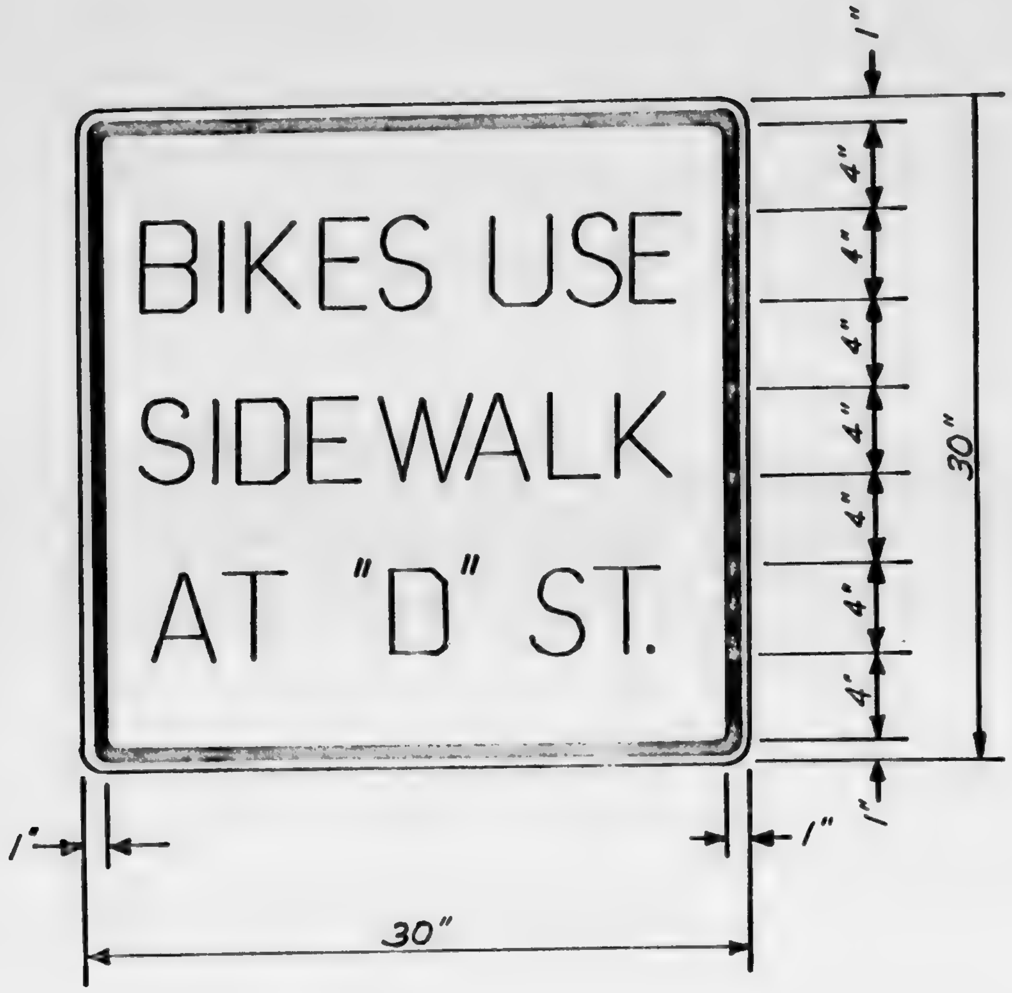
R3-11
24"×30"

9B-9 Travelpath Restriction Signs (R9-7)

The R9-7 sign is intended for use on facilities which are to be shared by pedestrians and bicycles and on which a designated area is provided for each (sec. 9C-3). Two of these signs may be erected back-to-back with the symbols reversed for the opposite direction.



R9-7
12"×18"


BIKES USE
SIDEWALK
AT "D" ST.
1"
4"
4"
4"
4"
4"
4"
4"
1"
30"
1"
1"
30"

4" BLACK D SERIES LETTERS ON
REFLECTORIZED WHITE BACKGROUND

SIGN BACK TO BE 0.080 INCH ALUMINUM

SIGN SHALL HAVE 1/2 INCH BLACK BORDER

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 30, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF: 1123
Crossing No. 3E-70.98

BUILDING

Attached is a copy of Order No. 81-078 issued by the Public Utility Commissioner on January 28, 1981 relative to the above subject matter.

RDT/vlw
Attach.
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Cliff Lehman
R. Kuehn
C. O. Fredrickson
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

[illegible]
REFER TO

ORDER NO. 81-078

ENTERED January 28, 1981

CROSSING NO. 3E-70.98

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1123

In the Matter of the Application of)
the CITY OF SALEM for the authority)
pursuant to ORS 763.030, to relocate)
a grade crossing of Union Street and) AMENDING
Oregon Electric Railway Company) ORDER
(Burlington Northern, Inc.), Main)
Line, in Salem, Marion County,)
Oregon. (Front Street #3).)

By Order No. 80-066, entered January 29, 1980, the Commissioner authorized the relocation of the existing railroad-highway grade crossing of Union Street at Front Street, streets under the jurisdiction of the City of Salem.

The relocation of the grade crossing is a part of the Front Street Bypass Project which included relocation of the Oregon Electric Railway Company main track off the traveled way of Front Street. At Union Street the track is being moved about 80 feet to the west.

A meeting of parties in interest in this matter was held at the crossing on October 27, 1980. Applicant's letter dated October 30, 1980 summarized this meeting and provided a sketch of the relocated crossing. The railroad track has been relocated and the preliminary street work for Union Street and the Front Street Bypass has been completed. A review of the site reveals that the distance between the adjacent paralleling street and the track is not adequate to allow installation of flashing lights and automatic gate signals, easterly of the track, and still retain the standard minimum clearances for the railroad as well as for vehicles on the street.

It was agreed, by all parties, that the easterly set of flashing light and automatic gate signals could be eliminated provided that the ordered part-time "NO RIGHT TURN" (PTR) restriction sign was retained. The position and type of PTR sign was further defined to be a side-

RECEIVED

mounted sign attached to a luminary pole, in the northeast quadrant of the crossing, to regulate the southbound traffic on Front Street. (No other traffic can approach this crossing from the east.)

The Commissioner finds that parties in interest in this matter are now in agreement as to the means of providing permanent protection at this grade crossing.

IT IS THEREFORE ORDERED that:

1. Paragraphs 2.b. and 2.c. of Order No. 80-066 which read;

   "b. Furnish and install two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gates at the crossing, to be activated with motion-sensing devices, and bear 13-7/8 percent of the cost thereof;

   c. Furnish and install one part-time "NO RIGHT TURN" restriction sign in the northeast quadrant of the crossing, facing southbound traffic on the Front Street Bypass, said sign to be interconnected with the signalization ordered in paragraph 2.b. above, and bear 13-7/8 percent of the cost thereof;"

   are void.

2. The following language shall be substituted for the voided provisions:

   "b. Furnish and install one Commissioner's Standard No. 2 flashing light signal, equipped with a gong, and one Commissioner's Standard No. 4 automatic gate at an appropriate location in the southwest quadrant of the crossing, not less than 12 feet from the centerline of the track and not less than 26 feet 1 inch from the centerline of the roadway, said signals to be activated by motion sensing devices, and bear 13-7/8 percent of the cost thereof;

c. Furnish and install one side-mounted part-time "NO RIGHT TURN" restriction sign, mounted on the luminary pole in the northeast quadrant of the crossing, in accordance with the sketch accompanying applicant's letter dated October 30, 1980, facing southbound traffic on the Front Street Bypass, said sign to be interconnected with the signalization ordered in paragraph 2.b. above, and bear 13-7/8 percent of the cost thereof;"

3. All other provisions of Order No. 80-066 shall remain in effect.

Made, entered, and effective 1/27/81.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

9101

Salem

C. O. Fredrickson
Region 2 Engineer

January 7, 1981

A D Olson
A. D. Olson
Preliminary Design Engineer

Pedestrian Bikeway Alternatives
Over Front Street Bypass

The attached plans, profile and estimates on subject project are submitted as requested in letter to you, dated December 18th, from Ronald J. Merry P.E., City of Salem.

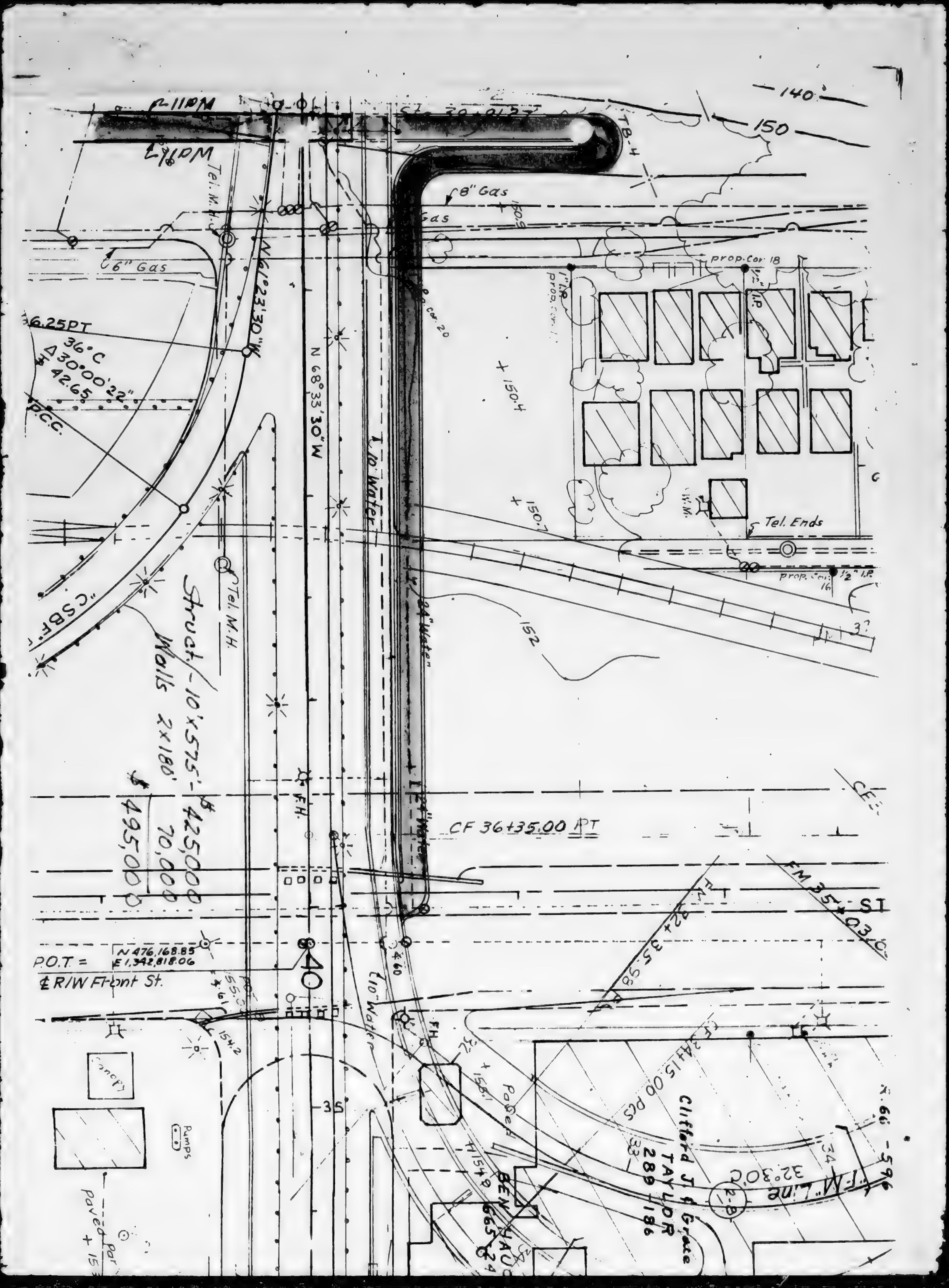
It is our understanding that Federal financing for the subject project would have to come from Transfer or Urban funds and not Center Street bridge funds.

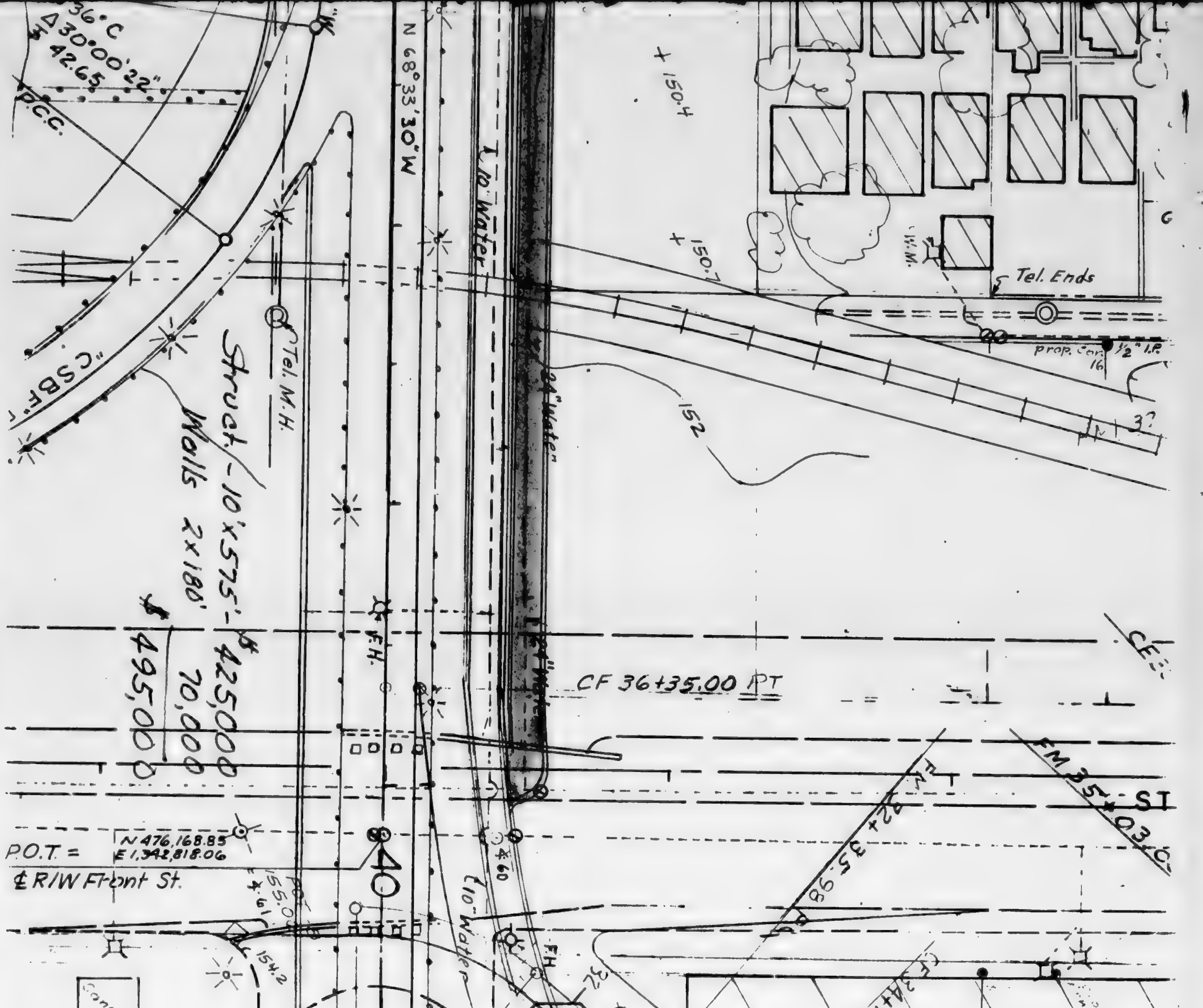
MK:ah

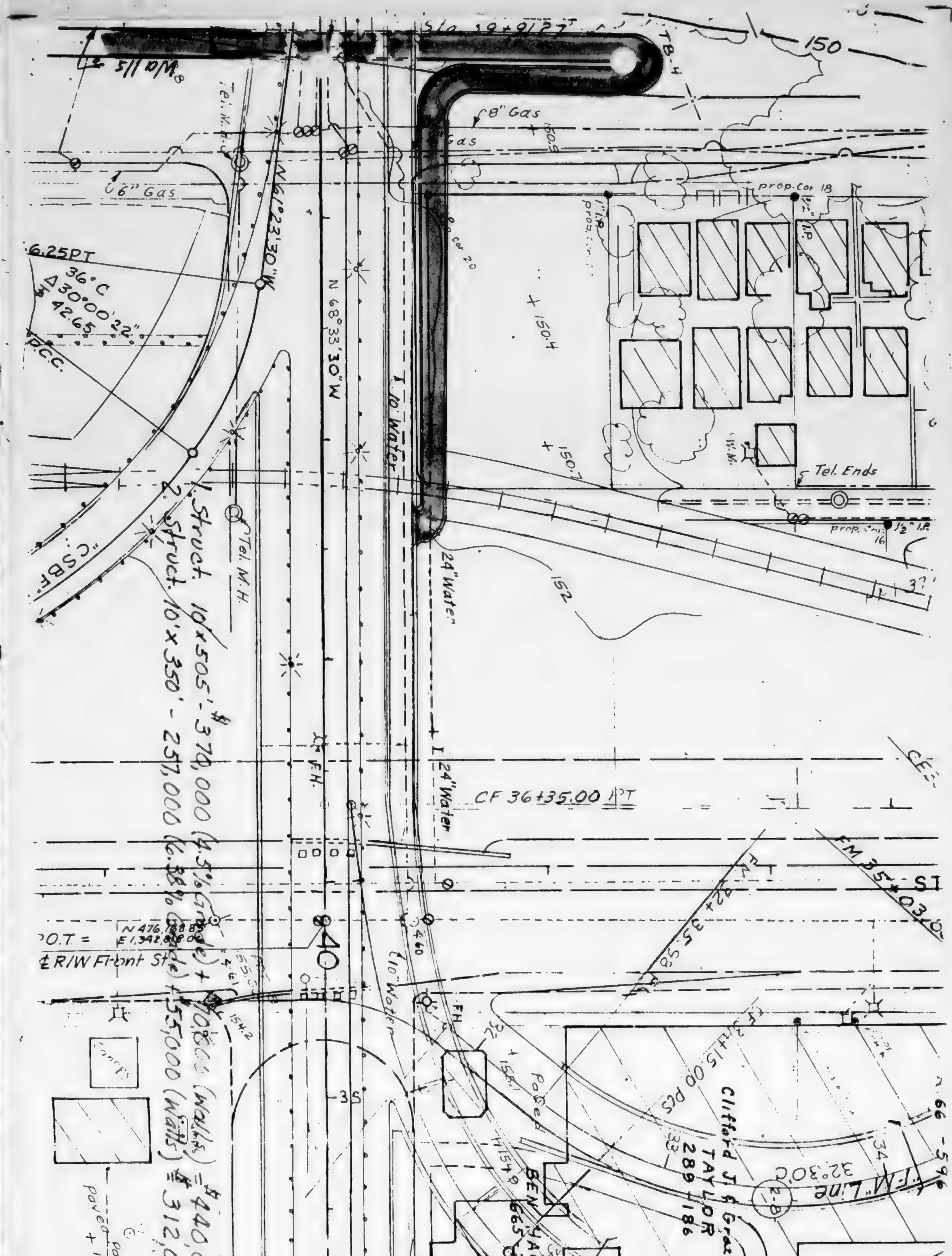
___Versteeg ✓
___Anderson___
___Christenson___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
JAN 07 1981
ROAD DESIGN
SECTION

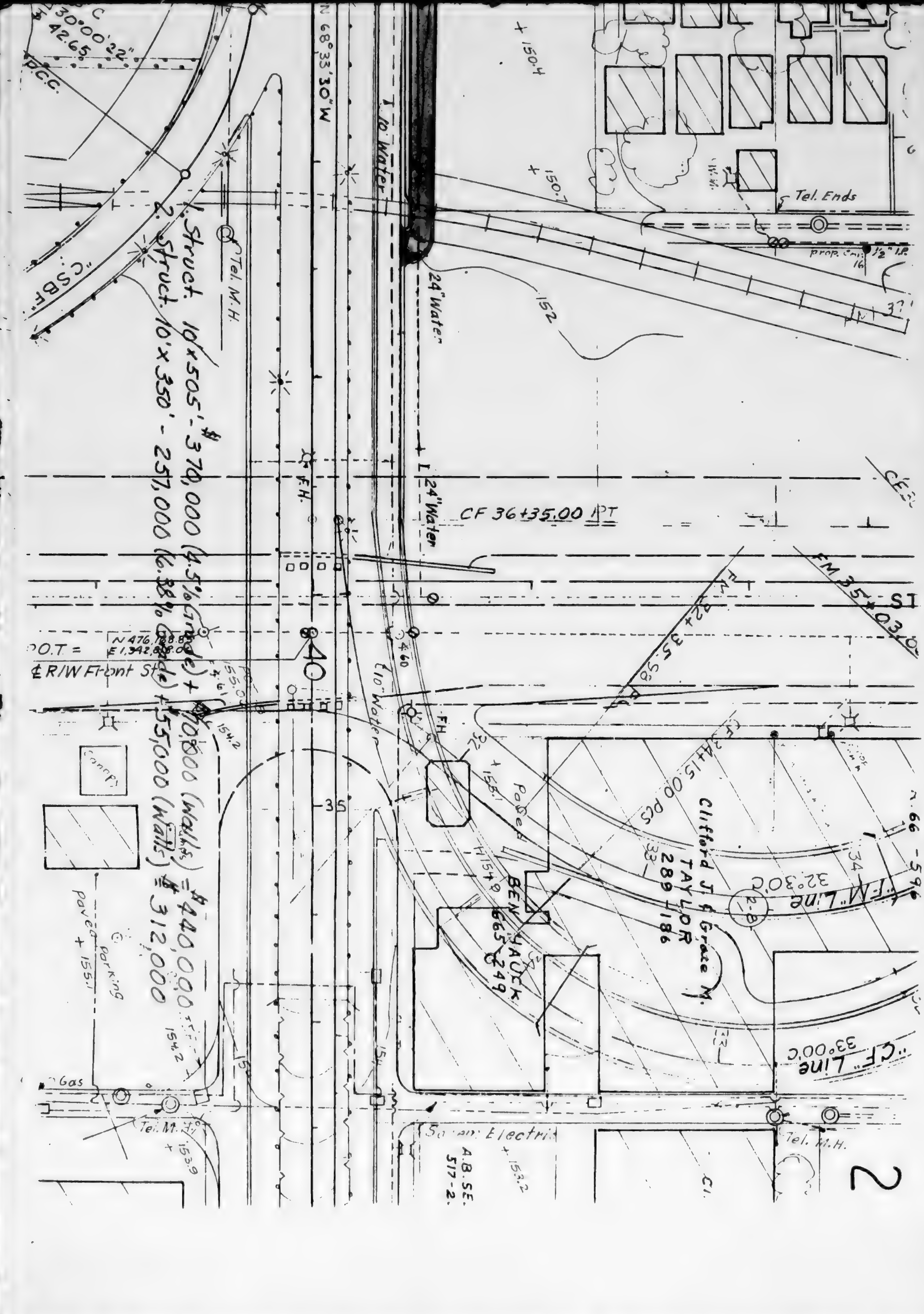
Do Not File ☐
Return To___
Bring ___/___
Action___


R 11 PM
Wall
Sta 30+01.27
TB-4
140
150
8" Gas
Gas
6" Gas
Tel. M.H.
N 61°23'30" W
36.25 PT
36° C
Δ 30°00'22"
42.65
P.C.C.
CSBF
N 68°33'30" W
10" Water
24" Water
prop. Cor. 18
1/2" I.P.
prop. Cor. 20
+ 150.9
+ 150.4
+ 150.7
Tel. Ends
M.H.
prop. Cor. 16
1/2" I.P.
152
Tel. M.H.
Struct. - 10'x575' - $425,000
Walls 2x180' 70,000
$495,000
F.H.
CF 36+35.00 PT
FM 35+03
FM 22+35.98
P.O.T. = N 476,168.85
E 1,342,818.06
℄ R/W Front St.
40
4.60
10" Water
F.H.
154.2
155.0
35
Canopy
Pumps
Paved
+ 155.1
+ 154.9
Paved
FM 34+15.00 PCS
Clifford J. & Grace
TAYLOR
289-186
BEN YAU
665-24
2-B
FM Line
32°30' C
34
33
R-66

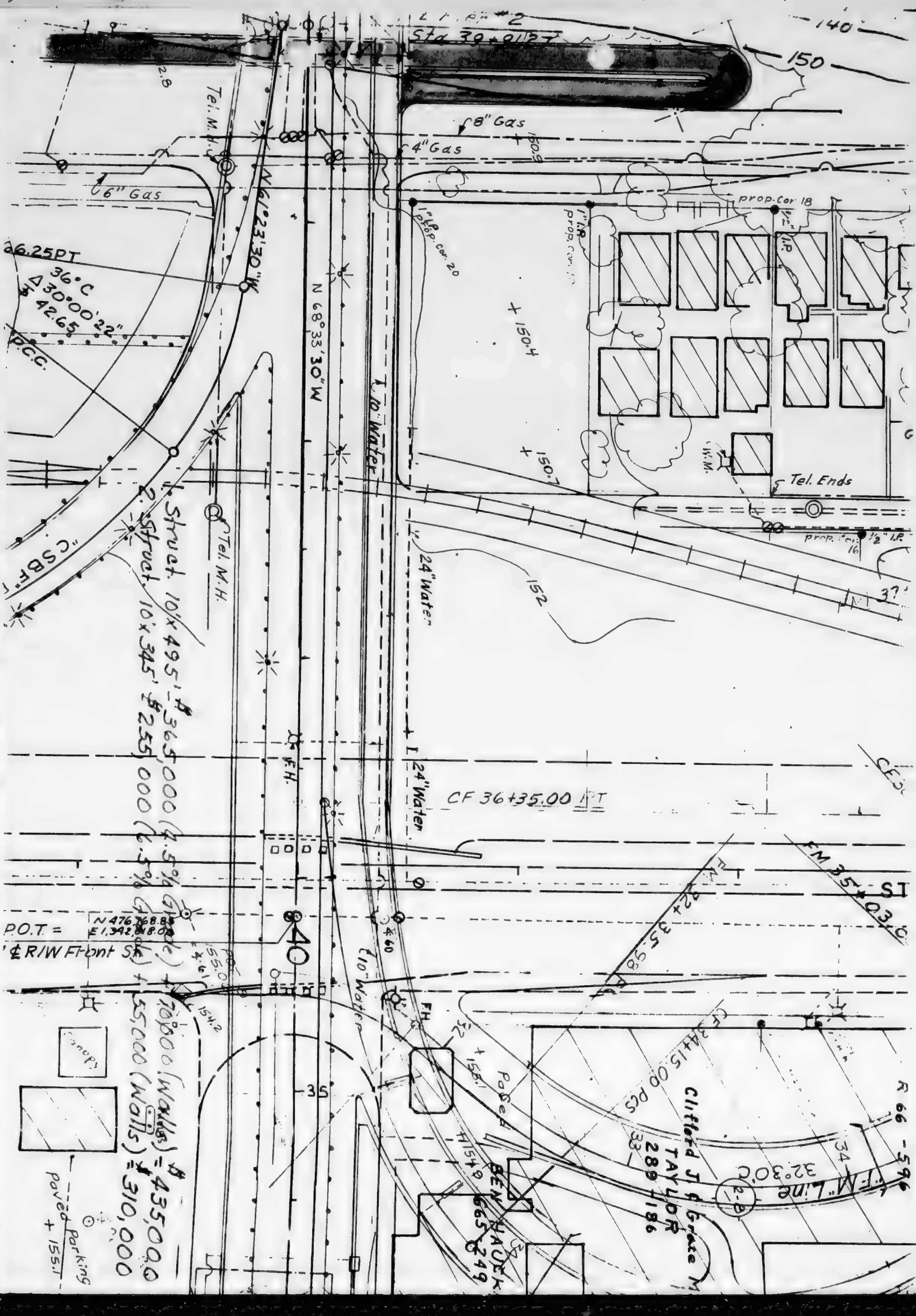

36°C
Δ30°00'22"
42.65
P.C.C.
"CSBF"
N 68°33'30"W
10" Water
24" Water
Tel. M.H.
Struct. - 10'x575' - $425,000
Walls 2x180' 70,000
$495,000
+ 150.4
+ 150.7
W.M.
Tel. Ends
prop. Cor. 16
1/2" I.P.
152
F.H.
CF 36+35.00 PT
CE
FM 35+03.C
ST
FM 22+35.98
P.O.T. = N 476,168.85 E 1,342,818.06
℄ R/W Front St.
40
460
155.0
154.2
10" Water
F.H.
32
+ 155.1
Paved
Canopy
Pumps
Paved Parking + 155.1
154.2
35
CF 34+15.00 PCS
Clifford J. & Grace M. TAYLOR 289-186
BEN JAUCK 665-249
+154.9
33
34
"FM" Line 32°30'C
R. 66 - 59.6
"CF" Line 33°00'C
Gas
Tel. M.H.
+ 153.9
Salem Electric
A.B. SE. 517-2
+ 153.2
Tel. M.H.
Cl.
1



Sta. 39+91.27
TB-4
150
5/10 M
Tel. M.H.
8" Gas
Gas
150.9
6" Gas
prop. Cor 18
prop. Cor.
1" I.P.
1/2" I.P.
Cor 20
+ 150.4
6.25 PT
36°C
Δ 30°00'22"
42.65
P.C.C.
N 61°23'30" W
N 68°33'30" W
10" Water
150.7
Tel. Ends
prop. Cor. 16
1/2" I.P.
"CSBF"
Tel. M.H.
24" Water
152
1. Struct. 10'x505' - $370,000 (4.5% Grade) + 70,000 (Walks) = $440,00
2. Struct. 10'x350' - 257,000 (6.38% Grade) + 55,000 (Walls) = $312,00
F.H.
24" Water
CF 36+35.00 PT
CE
FM 35+03.0
ST
FM 32+35.58
P.O.T. =
N 476,188.85
E 1,342,818.00
℄ R/W Front St.
840
4.60
10" Water
F.H.
154.2
-35
155.1
H 154.9
Paved
CF 31+15.00 PCS
Clifford J. & Grace M. TAYLOR
289-186
33
BEN JAUCK
665-249
32°30'C
"FM" Line
34
2-8
66-596
Paved
Parking
+ 155.1

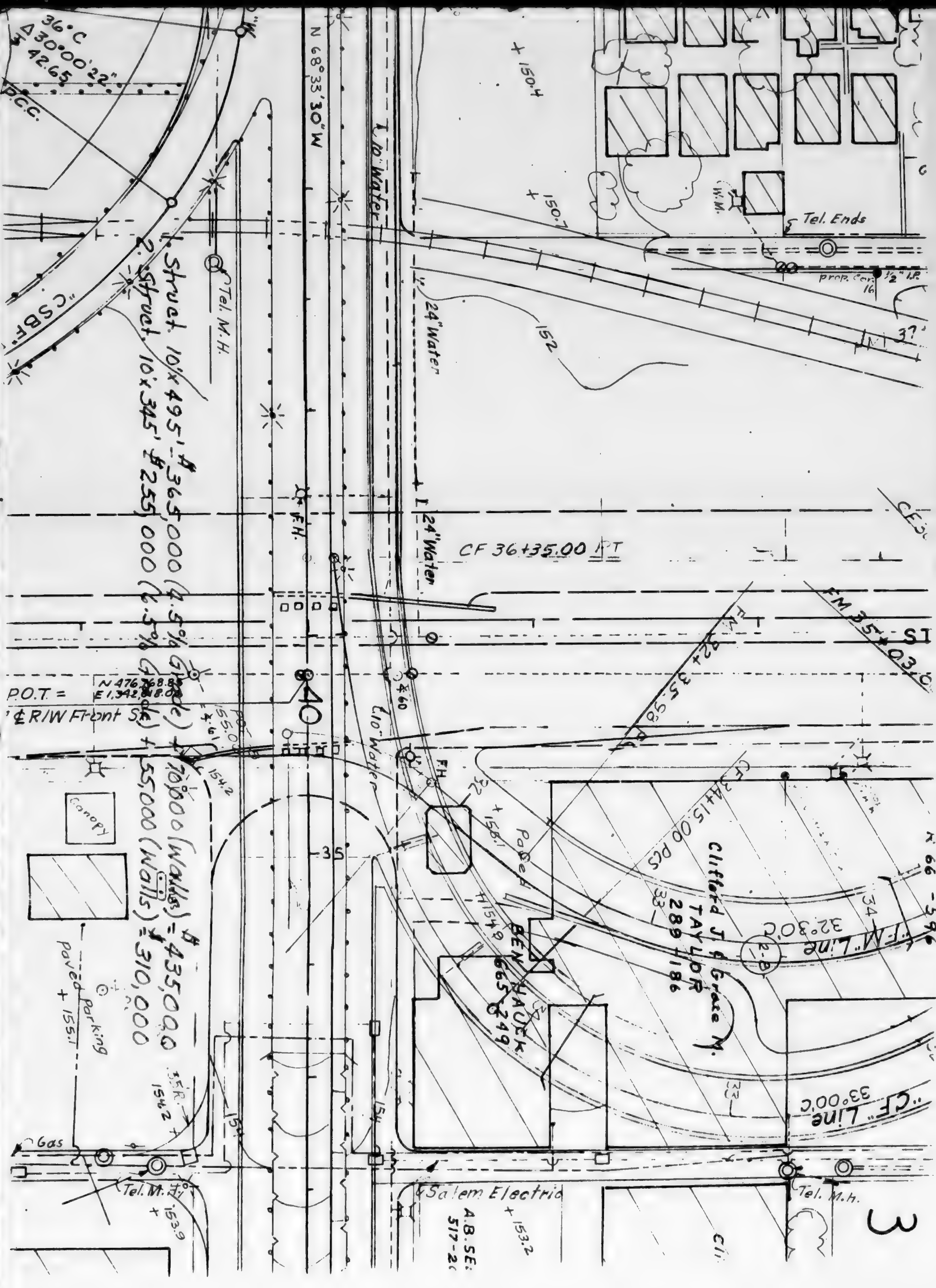


30°00'22"
42.65
P.C.C.
"C.S.B.F."
N 68°33'30"W
To Water
Tel. M.H.
1. Struct. 10'x505' - $370,000 (4.5% Grade) + $70,000 (Walls) = $440,000
2. Struct. 10'x350' - 257,000 (6.38% Grade) + 55,000 (Walls) $312,000
24" Water
24" Water
+150.4
150.7
152
Tel. Ends
prop.
1/2" I.P.
16
CF 36+35.00 PT
F.H.
FM 35+03.0
ST
FM 32+35.58
P.O.T. =
N 476,188.8
E 1,342,8
℄ R/W Front St.
40
10" Water
F.H.
34.60
155.1
154.2
CF 34+15.00 PCS
Clifford J. & Grace M. TAYLOR 289-186
BEN HAUCK 665-249
32°30'C
"F.M." Line
33°00'C
"CF" Line
35
33
34
66
59
Paved Parking
+155.1
154.2
Gas
Tel. M.H.
+153.9
Electric
+153.2
A.B. SE. 517-2.
Tel. M.H.
2



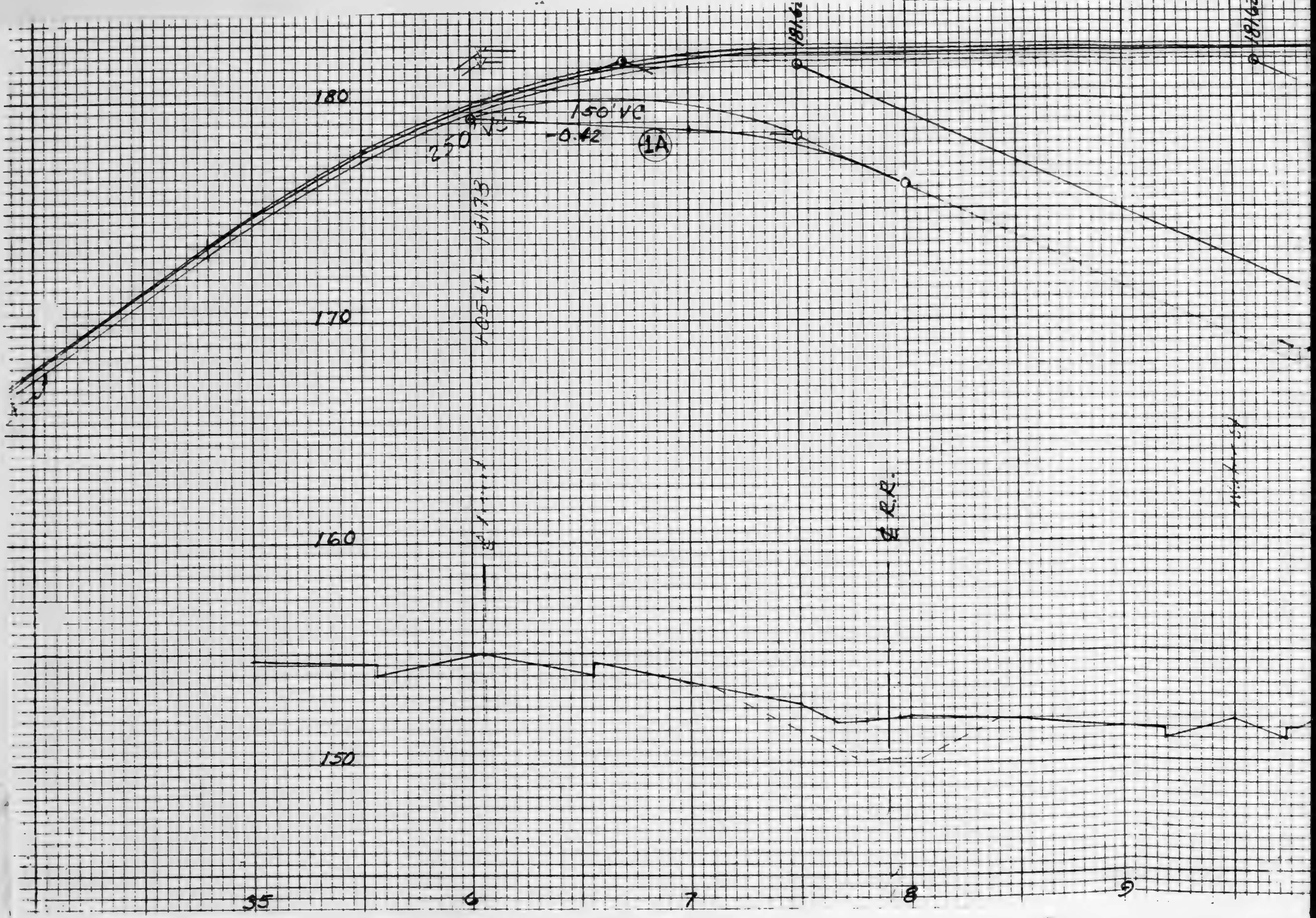
Sta 39+01.27
140
150
8" Gas
4" Gas
6" Gas
150.9
Tel. M.H.
N 61°23'30" W
N 68°33'30" W
26.25 PT
36°C
Δ 30°00'22"
42.65
P.C.C.
"CSBF"
10" Water
1" I.P. prop. cor. 20
1" I.P. prop. cor. 19
prop. Cor 18
1" I.P.
+ 150.4
+ 150.7
W.M.
Tel. Ends
prop. Cor. 16
½" I.P.
152
Tel. M.H.
24" Water
F.H.
24" Water
CF 36+35.00 PT
FM 35+03.0
FM 32+35.98
P.O.T. = N 476,768.85 E 1,342,848.02
℄ R/W Front St.
840
4.60
4.61
155.0
154.2
10" Water
F.H.
32
+155.1
+154.9
35
Canopy
Paved Parking
+ 155.1
CF 34+15.00 PCS
Clifford J & Grace M TAYLOR 289-186
BEN HAUCK 665-249
33
34
32°30'C
FM Line
R 66
596

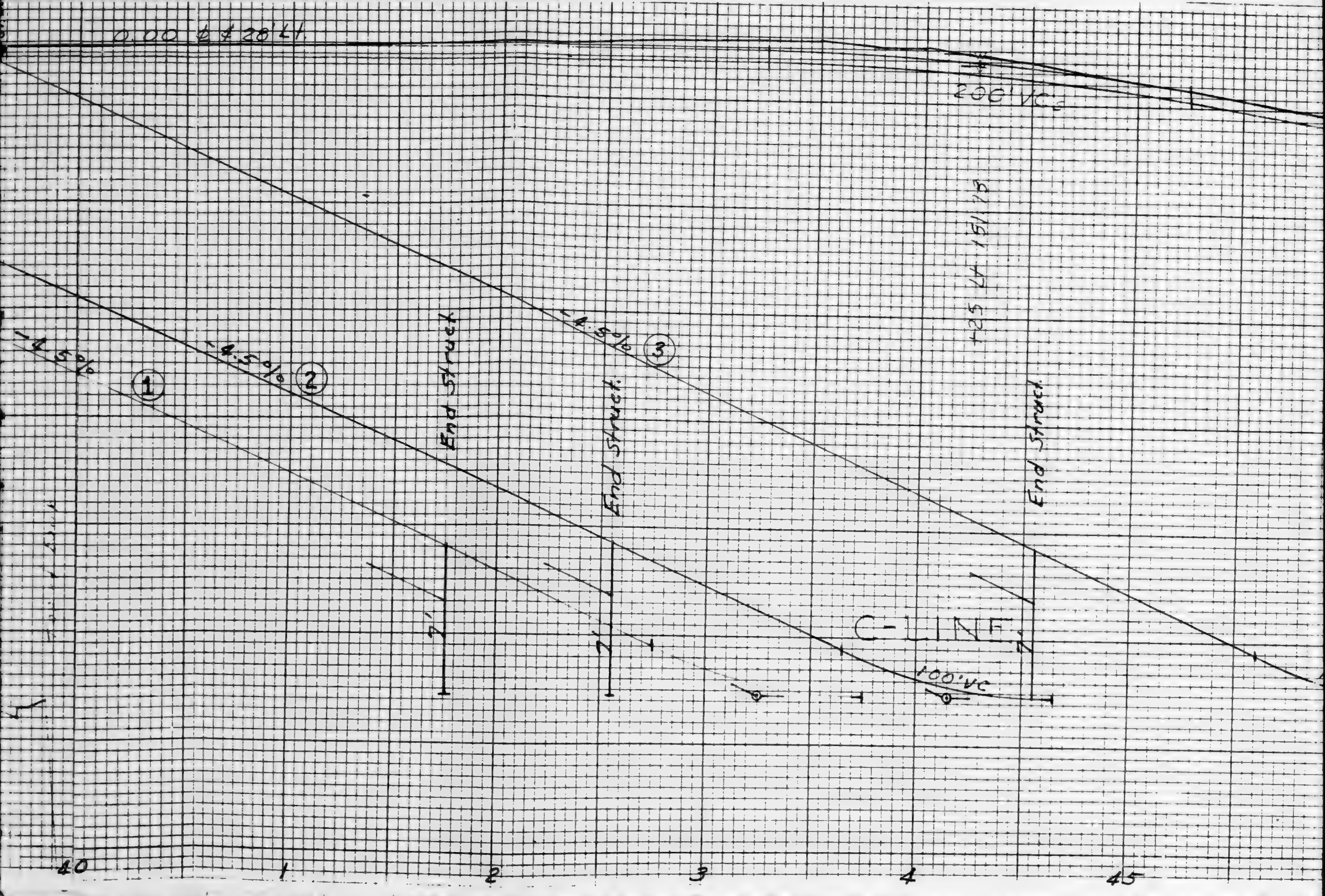
1. Struct. 10'x495' $ 365,000 (4.5% Grade) + 70,000 (Walls) = $435,000
2. Struct. 10'x345' $ 255,000 (2.5% Grade) + 55,000 (Walls) = $310,000

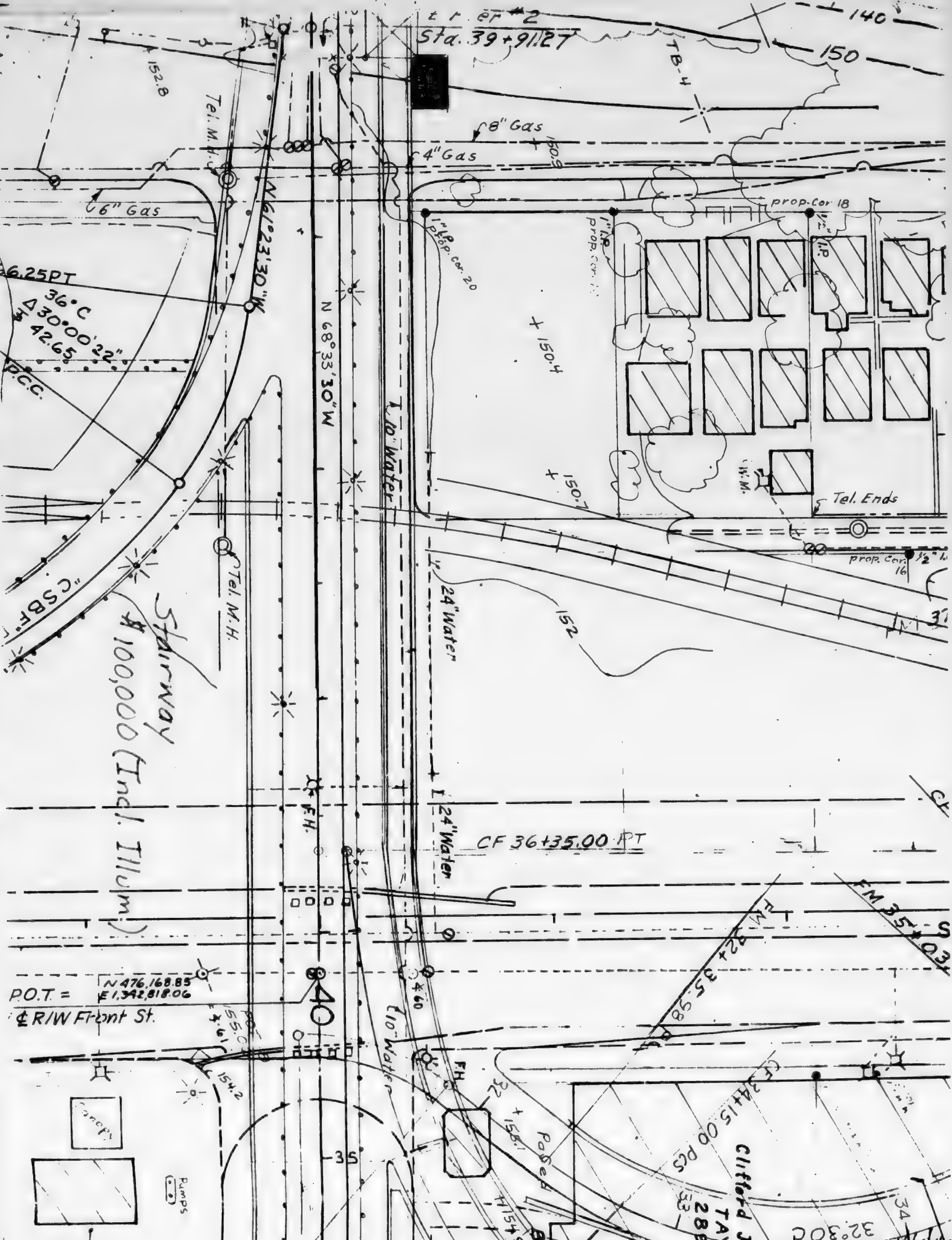

36°C
Δ30°00'22"
T 42.65
P.C.C.
"CSBF"
Tel. M.H.
N 68°33'30"W
℄ 10" Water
24" Water
24" Water
+ 150.4
+ 150.7
W.M.
Tel. Ends
prop. Cor. 16
½" I.P.
152
37'
F.H.
CF 36+35.00 PT
CF 3
FM 22+35.98
FM 35+03.0
ST
P.O.T. =
N 476,768.85
E 1,342,818.08
℄ R/W Front St.
155.0
4.61
154.2
40
460
℄ 10" Water
F.H.
32
+ 158.1
Paved
CF 34+15.00 PCS
Clifford J. & Grace M.
TAYLOR
289 - 186
33
34
32°30'C
"FM" Line
2-B
R 66 - 396
BEN HAUCK
665 - 249
+ 154.9
35
Canopy
Paved Parking
+ 155.1
35 R.
154.2
Gas
Tel. M.H.
+ 153.9
15
154
Salem Electric
A.B. SE
517-2
+ 153.2
33
"CF" Line
33°00'C
Tel. M.H.
Cl
3

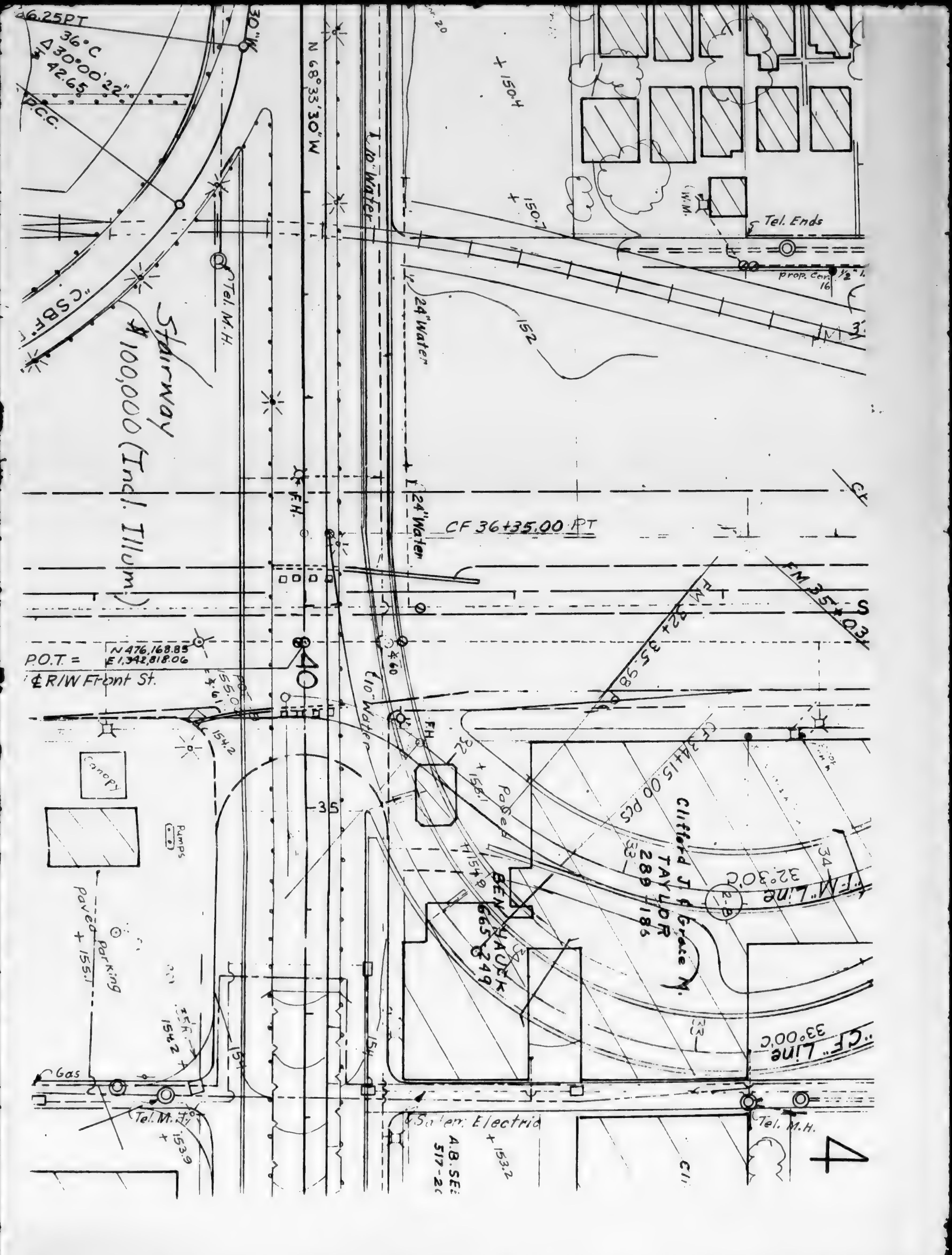
1. Struct. 10'x495' - $365,000 (4.5% Grade) + 70,000 (Walls) = $435,000

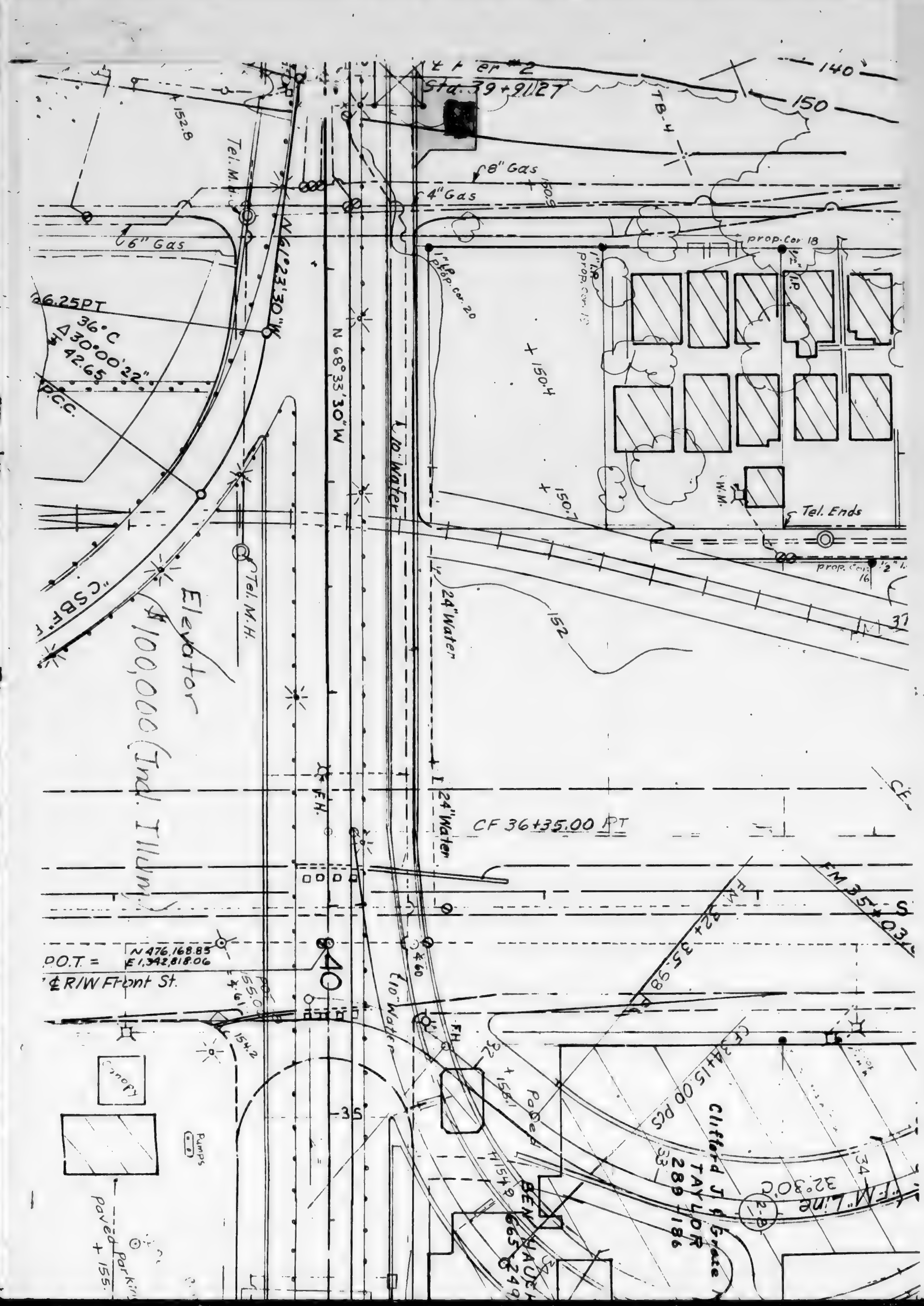
2. Struct. 10'x345' $255,000 (6.5% Grade) + 55,000 (Walls) = $310,000

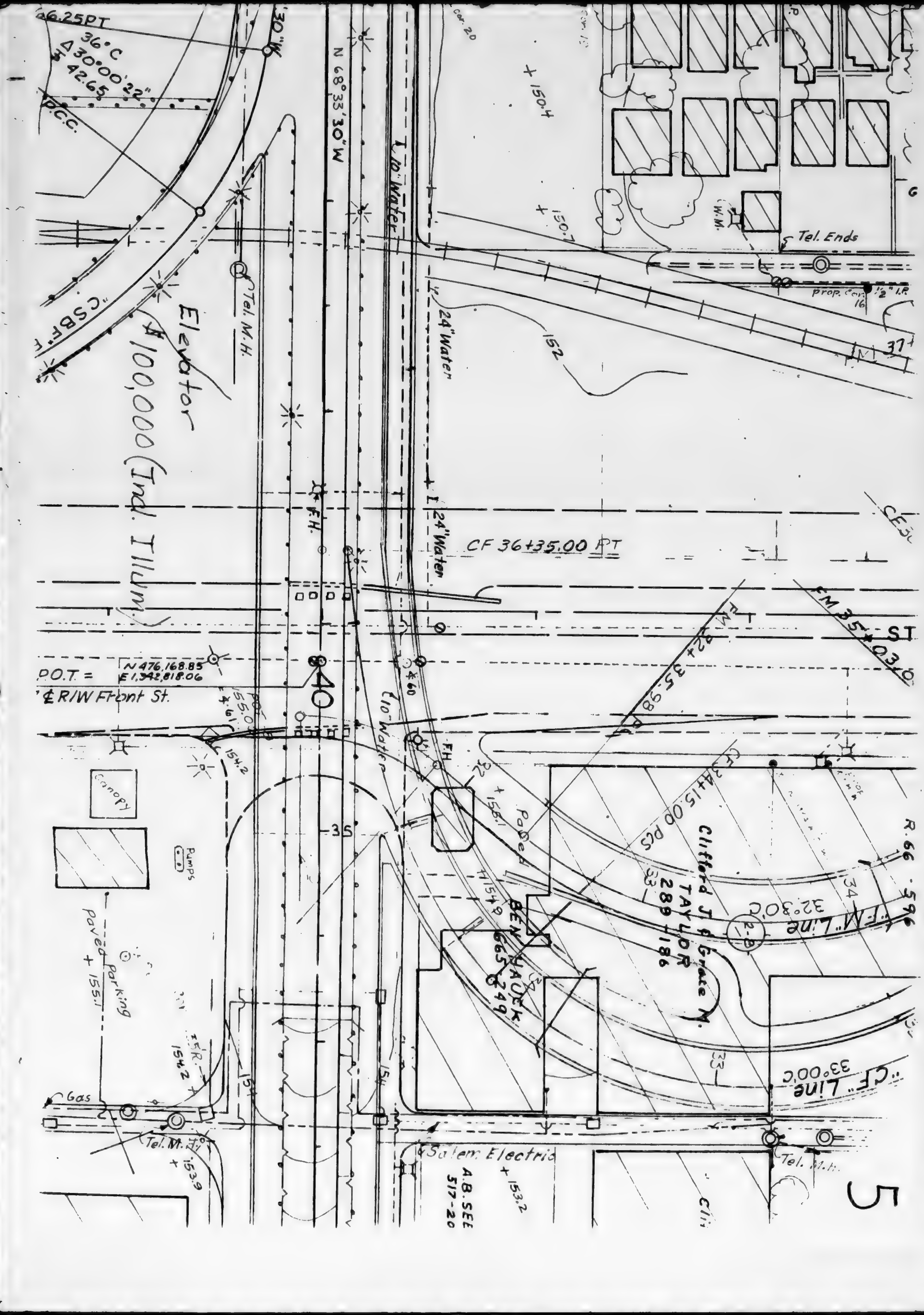

181.62
181.62
180
150' VC
250' V.C.
+5
-0.42
1A
+05.4+ 181.73
170
160
℄ R.R.
150
35
6
7
8
9


0.00 ℄ 28' Lt.
200' VC
-4.5%
①
-4.5%
②
-4.5%
③
End Struct
End Struct.
+25 Lt 151.78
End Struct.
7'
7'
7'
C-LINE
100' VC
40
1
2
3
4
45


Sta. 39+91.27
140
150
TB-4
152.8
Tel. M.H.
8" Gas
4" Gas
6" Gas
150.9
N61°23'30"W
26.25PT
36°C
Δ30°00'22"
42.65
P.C.C.
N 68°33'30"W
10" Water
1" I.P. prop. cor. 20
prop. cor.
prop. Cor 18
I.P.
150.4
150.7
W.M.
Tel. Ends
prop. Cor. 16
1/2" I.
"CSBF"
Tel. M.H.
24" Water
152
Stairway
$100,000 (Incl. Illum)
F.H.
24" Water
CF 36+35.00 PT
FM 35+03
FM 32+35.98
S
P.O.T. = N 476,168.85 E 1,342,818.06
℄ R/W Front St.
40
155.0
154.2
10" Water
F.H.
155.1
Paved
CF 34+15.00 PCS
Canopy
Pumps
35
Clifford J. & Grace
TAYLOR
289-186
33
34
32°30'C
"F.M." Line
2-B
BEN LAUE
665-247
Paved Park
155


26.25PT
36°C
Δ30°00'22"
42.65
P.C.C.
"CSBF"
30'W
N 68°33'30"W
10" Water
24" Water
+ 150.4
+ 150.7
152
W.M.
Tel. Ends
prop. Con. 1/2
16
Tel. M.H.
Stairway $100,000 (Incl. Illum.)
F.H.
CF 36+35.00 PT
FM 32+35.98
FM 35+03
P.O.T. = N 476,168.85 E 1,342,818.06
℄ R/W Front St.
155.0
154.2
40
460
10" Water
F.H.
32
+ 155.1
Paved
35
Canopy
Pumps
Paved Parking + 155.1
+ 154.9
BEN HAUCK
665-249
Clifford J. & Grace M.
TAYLOR
289-185
CF 34+15.00 PCS
33
34
F.M. Line 32°30'C
"CF" Line 33°00'C
33
154.2 +
154
154
Gas
Tel. M.H.
+ 153.9
Salem Electric
+ 153.2
A.B. SE
517-2
Tel. M.H.
4


Sta. 39+91.12 PT
140
150
TB-4
152.8
Tel. M.H.
8" Gas
4" Gas
6" Gas
N 61°23'30" W
26.25 PT
36° C
Δ30°00'22"
42.65
P.C.C.
N 68°33'30" W
10" Water
1" I.P. prop. cor. 20
prop. cor. 19
prop. cor. 18
I.P.
150.4
150.7
W.M.
Tel. Ends
prop. cor. 16
152
"CSBF"
Tel. M.H.
24" Water
Elevator
$100,000 (Ind. Illum.)
F.H.
24" Water
CF 36+35.00 PT
FM 35+03
FM 32+35.98
P.O.T. = N 476,168.85 E 1,342,818.06
℄ R/W Front St.
155.0
154.2
40
10" Water
F.H.
Canopy
Pumps
-35
Paved Parking
+ 155.
155.1
Paved
154.9
BEN HAUCK
665-249
CF 34+15.00 PCS
Clifford J. & Grace TAYLOR
289-186
33
34
"FM" Line
32°30' C
2-B
32



6.25PT
36°C
Δ30°00'22"
42.65
P.C.C.
"CSBF"
N 68°33'30"W
12" Water
10" Water
24" Water
+ 150.4
+ 150.7
152
Tel. Ends
W.M.
Prop. Cor. 1/2" I.P. 16
37
Tel. M.H.
Elevator
$100,000 (Ind. Illum.)
F.H.
CF 36+35.00 PT
FM 35+03.0
ST
FM 34+35.98
P.O.T. = N 476,168.85 E 1,342,818.06
℄ R/W Front St.
40
155.0
154.2
+ 155.1
Canopy
Pumps
Paved Parking
+ 155.1
35
CF 34+15.00 PCS
Clifford J. & Grace M. TAYLOR 289-186
BEN YAOEK 665-249
+ 154.9
Paved
R. 66.596
34
33
"FM" Line 32°30'C
"CF" Line 33°00'C
Gas
Tel. M.H.
+ 153.9
Salem Electric
A.B. SEE 517-20
+ 153.2
Tel. M.H.
5

#9101

L

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-10-80

FEDERAL AID PROJECT NO.
-1705(1)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
80018

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

12-15

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12/10/80

FEDERAL ROUTE NUMBER
FAU 1705

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:

Division Street - Church Street

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/25/80 I approve the revised Preliminary Engineering Costs to a TEC of $329,500 Federal Funds $282,705.

(Increase TEC $107,400 Federal Funds $92,145)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/10/80	G K Hassner	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

9101

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION** 9-10-80	FEDERAL AID PROJECT NO. IX-1705(3) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	PROGRAM NO. ITEM NO. 80018	COUNTY NAME Marion PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/K | Sign | Act | File

9.15

DATE PS&E APPROVED 1/30/80	DATE AUTHORIZATION EFFECTIVE 8/13/80	FEDERAL ROUTE NUMBER FAU 1705 STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Division Street NE - Trade Street SE (Salem)

GENERAL DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/29/80 this will confirm the advance approval date of 8/13/80 to proceed with the actual adjustments to the City of Salem's pump station. Since the City is not adequately staffed or equipped to perform this work I will acept in this instance the written offer of Salem Electric Company to perform this work for a lump sum amount of $526.00 Federal Funds $447.00. I approve the agreement, which includes the written offer of Salem Electric with the City of Salem.

Approval and Participation for the eligible portion of the Work Authorized above is subject to the Provisions of the Federal-aid Program Manual.

DATE 9/10/80	SIGNATURE OF APPROVING OFFICIAL G K	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-431-855

9101

NOTED
E. S. HUNTER

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

ROW 18-

August 29, 1980

Mr. G. L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Relocation of Electric Service to City of Salem Pump Station
Salem Electric Company
Division St. NE-Trade St. SE Section
Front Street (FAU 1705)
Marion County
Project No. IX-1705(3)

Here is a copy of an estimate of cost for Salem Electric to adjust the electric service to the City of Salem's pump station, dated August 18, 1980, and a sketch showing their proposed relocation. Pursuant to the terms of City of Salem Ordinance 35.430-35.490, it is the City's responsibility to relocate this service. Salem Electric, supplier of electric power, agreed to do the work at City expense. The City has reimbursable rights in its own street, therefore, the cost of relocating the service is at State's and project's expense.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore the City and Salem Electric were advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as this is a City-owned service on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the electric service facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 13, 1980 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $525.15.

RECEIVED
TECHNICAL SERVICES
SEP 2 '80
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Yours truly,

D. E. Swan
Operation Programming Engineer

JMC/vlw
Enc.
cc: E. S. Hunter ✓ Jack M. Cartwright Don Bedford

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS CONTRACT NUMBER
INDEX NONE

INDEXING BEGINS WITH : #9078 ("1980") ENDS WITH #9101 ("1980")

FLASH CARDS:

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	216	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 22nd DAY OF JULY 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Karen L. Roth

SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)